

The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 224.—Vol. IX.]

LONDON: SATURDAY, DECEMBER 7, 1839.

[PRICE 6D.]

PUBLIC COMPANIES.

MEETINGS.

CONSOLIDATED COPPER MINES OF COBRE ASSOCIATION.—Notice is hereby given, that a SPECIAL GENERAL MEETING of proprietors of this Association will be held at the office of the Association, 25, Austin-frars, on Friday, the 20th day of December next, at Eleven o'clock precisely, for the purpose of electing a director in the room of Charles Pascoe Grenfell, Esq., resigned; and immediately after such election, another Special General Meeting will be held at the same place, for the purpose of electing a director in the room of George Minshaw Glascock, Esq., resigned.—Every proprietor who may intend to be a candidate, or to propose any person as a candidate, must leave a notice in writing of such his intention, with the Secretary, at least fourteen days before the day of election, and exclusive of such day, and in such notice must be stated the name of the director, in whose place the proprietor proposes himself, or is proposed, for re-election. WM. LECKIE, Sec. 25, Austin-frars, Nov. 20.

CORNUBIAN LEAD AND SILVER MINE, in the parish of Perranzabuloe, county of Cornwall.—The directors hereby give notice, that the HALF-YEARLY GENERAL MEETING of the shareholders in the above Mine, will be held at the London Inn, Devonport, on Monday, the 24th of December next, at Twelve o'clock at noon, to pass accounts, and to take into consideration the affairs of the Mine; also to determine upon such measures as may be deemed expedient for its future working. Shareholders who attend the Meeting will be expected to produce their scrip certificates. By order of the board of directors, ROBERT LAWS, Secretary. Devonport, Nov. 13.

MOUNT'S BAY MINING COMPANY.—A MEETING of the shareholders of this company will be held at the King's Arms Inn, Holborn bridge, on Wednesday, the 12th instant, at Five o'clock in the afternoon, for the purpose of receiving a report from the committee appointed to inspect the accounts, and inquire into other matters connected with the affairs of the company, and as well to take into consideration what steps shall be taken relating thereto. Dated December 5.

EUROPEAN GAS COMPANY.—Notice is hereby given, that an EXTRAORDINARY GENERAL MEETING of the proprietors of the European Gas Company will be held on Thursday, the 19th day of December last, at the hour of Twelve o'clock at noon precisely, at the office of the company, No. 29, Finsbury-circus, to take into consideration the expediency of extending the power of the board of directors, under the twenty-third section of the deed of settlement. By order of the board, A. SPEAR, Secretary. London, December 2.

RIO DOCE COMPANY.—Notice is hereby given, that in accordance with the regulations for the government of this company, the HALF-YEARLY GENERAL MEETING of the shareholders will be held at the George and Vulture Tavern, on Monday, the 16th instant, at Twelve for One precisely.—December 5. By order of the directors, ROBERT MESSER, Sec. Rio Doce office, 19, Bishopgate-street-within.

CALLS.

WHEEL ELIZABETH MINE.—Notice is hereby given, that the directors have made a further CALL OF ONE POUND per share, to be paid, on or before the 21st day of December next, to the Bankers, Messrs. Bosanquet and Co., 73, Lombard-street, on account of the Treasurer. London, November 27.

DIVIDENDS.

HOLMBUSH MINE.—The directors hereby give notice, that a DIVIDEND OF ONE POUND per share will be paid at the office of the company on Tuesday, the 26th instant, on the following Tuesdays, between the hours of Twelve and three o'clock.—The scrip certificates must be left on the preceding Tuesdays. New Broad-street, December 4.

UNITED MEXICAN MINING ASSOCIATION.—Notice is hereby given, that a THIRD PAYMENT OF TWENTY-FIVE PER CENT. in respect of the Auxiliary Capital of £250,000, raised under the resolutions of the General Meetings of proprietors, held on the 23d of February and the 19th of May, 1839, will be made at the office of the association, on and after Thursday, the 12th December instant. By order of a court of directors, JOHN MATHER, Sec. 54, Old Broad-street, London, Dec. 5.

THE THAMES TUNNEL IS OPEN TO THE PUBLIC every day (except Sunday), from Nine in the morning until dark. Admission One shilling each. Entrance near the Church at Rotherhithe, on the Surrey side of the River. The Tunnel is now 2000 feet in length, brilliantly lighted with Gas, and is completed to within 150 feet from the Wharf-wall, Wapping. By order, J. CHARLIER, Clerk to the Company. Thames Tunnel Office, Waikbrook-buildings, Waiikbrook, Dec.

BY HER MAJESTY'S ROYAL LETTERS PATENT.

PATENT METALLIC ZINC PAINT.—In offering to the public the Patent Metallic Zinc Paint, the proprietors deem it right to submit the following brief observations on the advantages attendant its use, and the various purposes to which that article may be applied.

The difficulty of obtaining a pure Metallic Paint, except at a very high price, is a fact which will be generally admitted; and if, therefore, that a pure article of this nature can be rendered at a price not exceeding two thirds that now paid, while the quality is pure, and in every respect unexceptionable, it is to be presumed that an article of this description requires only to be introduced to ensure its general use for those purposes to which other more costly Metallic Paints are now applied. With the view of facilitating, as far as practicable, the introduction and use of the Metallic Zinc Paint, the Proprietors have established their works in a situation which at once commands the home and foreign markets, with a due regard to economy in the transit of the article, the works being so situated as to afford equal advantages to the merchant or consumer, whatever (with few exceptions) may be the locality in which he is situated, while every opportunity is afforded of shipping the article to foreign parts, at a comparatively low charge.

It has long been considered a desideratum to obtain Zinc in a state of division, so that it might be applied as a pigment, but up to the present time such has never been obtained in a perfect form, and in such cases only at a price too costly to warrant its manufacture. This has been felt for some years, and various attempts have been made, more or less successfully, to manufacture a substance, or paint, capable of producing a galvanic action. The Proprietors of the Patent having fairly tested the Metallic Zinc Paint manufactured by them, at their works, are now enabled most confidently to state that they are capable of producing so perfectly an atomic and impalpable powder of Zinc, at a cost so moderate, as must undoubtedly supersede the use of all other Paints.

The advantages possessed by the Zinc Paint will be most esteemed and appreciated by Engineers having the construction of Bridges, Machinery, Railways, and other structures, which require preservation, more particularly iron, and other work subject to oxidation or rust, or to the destructive effects of the atmosphere. A peculiarity this paint possesses over others, is that of retaining its Colour, it having been submitted to sulphurous vapours without the slightest effect being observable.

The colour is that of a clear lead, or it may be had perfectly white, and thus in its admixture with other colours, or used alone, from its moderate price—being, as already observed, one-third less than that paid at the present time—no question can arise but that its use must be very great, while the very circumstance of retaining its colour, and not being subjected to those changes which White Lead undergoes, renders it an article of infinitely greater value, from its resistance to the action of the atmosphere, and, consequently, of a more permanent nature.

On these advantages it is unnecessary to dwell; and as the Paint has been fairly tested, and measures are now being taken for its adoption by Government, and several Public Bodies, while many of our first Chemists and Engineers are about introducing it, with the view of giving it a fair trial, and reporting on its merits. It may be presumed that it will be placed before the public with perfect confidence, and every prospect of its general adoption. The very considerable Reduction in its Cost, not to advert to the peculiar advantages, as a Metallic Paint, which it possesses, being a matter for the consideration of the Merchant, the Engineer, the Builder, and indeed the Public at large.

Wherever Galvanic Action is required, with the object of Protecting Iron, &c., from Corrosion or Oxidation, the Blue Zinc Paint should be used. In all other cases, where it would supersede the use of White Lead, then the White Paint.

The Agents for the Sale of the Patent Metallic Zinc Paint, in the several towns throughout the United Kingdom, as also Abroad, will be announced as soon as the arrangements are perfected; and, in the interim, all Communications are requested to be addressed to Mr. Henry Evanson, No. 27, New Broad-street, London, who will furnish any other information that may be required. To Messrs. R. Evanson, Glywood Metallurgical Works, near Swansea; or to Messrs. R. Evanson and Sons, the London Agents, No. 194, Cheapside, to whom all orders should be furnished for the supply of the article.

STANNARIES OF CORNWALL.

IN THE VICE-WARDEN'S COURT.
JAMES POLGLASE & THOMAS AND ANOTHER.
JOHN POLGLASE & SAME.

WHEREAS the Vice-Warden did, on the 13th day of November Instant, Decree (amongst other things), that a SALE be made of the Tin Ores, and (if necessary) the Machinery and Materials upon and belonging to EAST DING DONG MINE, in the parish of Madron, within the said Stannaries, under the direction of the Registrar of the Court, and that the proceeds of such Sale should be applied by the said Registrar in the manner directed by the Decree in the above consolidated causes.

Notice is hereby given, that, pursuant to the said Decree, a PUBLIC AUCTION will be held at EAST DING DONG MINE aforesaid, on Wednesday, the 13th day of December next, at Eleven o'clock in the forenoon, for selling, either together or in lots, a new Water-Wheel, of 16 feet diameter, 24 feet breast, a new 6 head Stamps, a Horse Whim, Horse Whim Chain, Horse Whim Kibbles, Winze Kibbles, Winze Tackle, Shaft ditto, four 6 feet 9-inch Pumps, Sheds, Launderers, Smiths' and Miners' Tools, Smith's Bellows, Anvil, Counting-House Furniture, &c. &c.

For viewing the same, application may be made at the mine, and for further particulars (if by letter, post-paid) to Mr. Gillson, solicitor for the plaintiffs, Truro. Dated 26th November, 1839.

VALUABLE ESTATES, COAL MINES, AND COLLIERIES.

TO BE SOLD BY AUCTION, at the ROE BUCK INN, in Newcastle-under-Lyme, on Thursday, the 13th day of February next, at Twelve at noon, all those FREEHOLD ESTATES, situate at and near Talk-on-the-Hill, in the county of Stafford, called the WOODSHUTTS and HOLLINS ESTATE, and the HARDING'S WOOD ESTATE, in the parishes of Audley and Wolstanton, containing in the whole about 313 acres, together with the extensive

MINES OF COAL AND IRONSTONE,

and all other Mines and Minerals under the same, and also under other estates and waste lands thereto adjoining.

On the Woodshutts and Hollins Estate a most profitable colliery is now open and at work, with markets both by land and by the canal, for any quantity of coals that can be raised; and further works might immediately be opened, with great and certain advantage, on several mines of most superior house-fire coal (usually known by the name of Nabe or Banbury coals) not yet touched.

These properties, which are divided into sundry eligible farms, with commodious farm houses and buildings, comprise, besides a capital MESSAGE or MANSION-HOUSE, called WHITE-HALL, with spacious offices and out-buildings, &c., a large and valuable Water Corn Mill, a considerable number of Cottages for workmen, large and convenient Wharfs on the banks of the Grand Trunk Canal, with railways, powerful water-engines, and all other machinery and implements for getting and raising Coals; weighing machines and offices, carpenters' and blacksmiths' shops, boat-docks and canal boats, and every thing appertaining to an extensive Colliery, in the most complete order.

The present get of the Woodshutts and Hollins Collieries may be taken at 400 tons a week, which might be easily increased to double or treble that quantity; and in addition to the advantages which the landed property and mines already possess, in being situate at the junction of the Macclesfield Canal with the Grand Trunk, and intersected nearly a mile by the one, and half a mile by the other, the intended railway from Manchester to Birmingham passing through the Collieries, and the contemplated extension of the Chester and Crewe Railway to Harecastle, present not only the further prospect of a greatly extended sale of coals in the most flourishing districts of Lancashire and Cheshire, but also the opportunity of establishing on the said property, docks, warehouses, or works of any description.

These estates are situate about five miles from Newcastle-under-Lyme, three from the Staffordshire Potteries, ten from the principal Cheshire Salt Works, and six from Congleton; and both the great roads from London to Manchester and Liverpool, through Newcastle-under-Lyme, and through the Staffordshire Potteries, pass through the estates; and the former diverge at a point extremely favourable for the erection of a good inn. In every point of view, therefore, a great and rapid improvement may be reasonably expected in the whole of this property.

For further particulars apply to G. A. M'Dermott, Esq., Chesterton; or to Messrs. T. and J. W. Ward, Solicitors, Newcastle-under-Lyme.

SUNDRY STEAM-ENGINES FOR SALE, BY PRIVATE CONTRACT.—viz.:

One 63-inch Cylinder ENGINE, without Boiler.
One 26-inch do. do.
One 35-inch do. do.
One 30-inch do. complete.
One 18-inch do. do.
One 36-inch do. do.

And sundry MINE MATERIALS.

Application to be made at the office of the late Thomas Teague, Esq., or to Capt. Wm. Tonkin, Redruth.—Dated Redruth, Nov. 5.

STEAM-ENGINES, &c., FOR SALE.—A HIGH-PRESSURE PUMPING ENGINE, with 29-inch cylinder, 64 feet stroke, and 21 feet beam, with two cylindrical boilers, 28 feet long and 5 ft. 8 in. diameter, furnace mounting, feeding apparatus, steam pipe, &c., complete. A Winding Engine, with 14-inch cylinder, and 3 feet stroke, with rope rolls, &c., connected with the above boilers. Also, thirty-two fathoms of 13-inch Pumps, with lifting and forcing barrels, clock seats, bucket doors, pit-head framing, pulley wheels, crab, &c., &c.—The whole of the above Fittings have been in use only about twelve months, and are in the best working order. The execution of the Machinery, &c., is of the very best description, finished in a superior style, and fitted on the most approved principle.

Application to be made to Messrs. Baker and Geddes, Mining Engineers, 42, Albany-street, Edinburgh; or to Messrs. Alexander Russell and Son, Engineers, Kircaldy, who will show the fittings, and give every necessary information.—All letters to be post-paid. Clunie Colliery, Dec. 4.

WANTED, an AGENCY IN BAR, ROD, AND PIG IRON, by a person of considerable commercial experience, whose engagements are in London, and persuades himself that, through the exertions of a constantly resident agent, considerable business might be advantageously done. Satisfactory references will be given. Address, post-paid, "F. M.," 22, Broad-street, Cheapside, London.

TO PARENTS AND GUARDIANS.—A YOUNG GENTLEMAN of a decidedly mechanical turn of mind, has an opportunity of being employed in PRACTICALLY making STEAM-ENGINES, and MACHINERY of various kinds, in a manufactory of the first respectability.—For particulars, all letters (post paid) addressed to "J. C. M.," at the Editor's Office of this Journal, will be duly attended to.

TO COAL-OWNERS, MINERS, RAILWAY CONTRACTORS, EXCAVATORS, &c.—HALL'S PATENT HYDRAULIC BELT, or WATER ELEVATOR.—By this simple, efficient, and economical invention, which has many advantages over pumps of every description, water is raised and discharged in a uniform and continuous stream, at any required elevation. The work produced, in proportion to the power applied, is much greater than in the case of the ordinary pump of the best construction. The apparatus is now at work on the premises of Messrs. Kneibish and Neave, Greenock, Scotland, where it may be inspected any day, from nine to ten o'clock in the morning, and from three to four in the afternoon; also at Mr. Edward Hall's, Sunny Bank, Ordsall-lane, Salford; and at the Tunnel, on the Manchester and Sheffield Railway, at Saltersbrook. A working model can be seen at the King's Arms, King-street, Manchester, where Mr. Hall will give every requisite information.

THE PATENT SAFETY FUSE, FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c.:

"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, RICKFORD, SMITH, and DAVEY, Camborne, Cornwall.

RAILWAY MAGAZINE, and COMMERCIAL JOURNAL.—This Work, which has attained the greatest celebrity for the value of its articles, and its uniform success in all cases it has advocated, will now be published weekly, price Sixpence, and go post free. The first Number was published on the 17th August, consisting of twenty-four closely and handsomely printed pages. It is intended to contain full and accurate reports of all railway and joint-stock meetings; accounts of new companies, banks, mines, assurances, canals, docks; times and fares of all railway trains throughout the kingdom; prices of stocks, shares, gold, silver, cotton, corn, wool; general, mechanical, and scientific intelligence, &c., &c. Orders receive a full list of new agents, and at the office, No. 2, Red Lion-court, Fleet-street, London. Agents for the paper, and for receiving advertisements, in Liverpool, Ann and Son, Post-office-place; Manchester, Lewis, Market-street; and Birmingham, Mansell and Co., 31, Union-street.

AN Engineer and Steam-Engine Maker, of Forty Years' practice, has constructed the model of a MACHINE for RAISING ANY QUANTITY OF WATER from the VERY DEEPEST MINES, at a small expense. The inventor is desirous of meeting with a gentleman to assist him with the means to carry out the invention according to its merits. Letters to be addressed (post paid) to "J. V.," at Mr. Puddick's, Mechanical and Commercial Agent, Adelphi-chambers, Strand.

LONDON and GREENWICH RAILWAY and Mr. WALTER.

"AUDI ALTERAM PARTEM."

BROTHER SHAREHOLDERS.—Since the last meeting of the London and Greenwich Railway Company, we have had more time to reflect on, and inquire into the merits of Mr. Walter's claim, and it appears to stand thus:—

At the preceding meeting, you were told in the report (much to the prejudice of Mr. Walter) "that he had first brought in a claim of £10,000—then £15,000—then £25,000, &c.," avoiding the fact, that the first sum of £10,000 was reported by the committee appointed by the shareholders in 1837, "had been expended by Mr. Walter in the interest of the company," and that after deducting the £5500 which he had debited himself with in the books of the company, left the balance in his favour of about £4500, not a shilling of which has ever been paid him; but the debt has been considerably augmented by the losses incurred from the depreciation in the value of the many hundred shares on which he had borrowed money on mortgage, by the directors' sanction, for the use of the company, and which have remained unsettled to this hour, he (Mr. Walter) being held (though only the agent or middle man between the company and the public) liable for the same. The sum of "£25,000" alluded to, was a nominal sum, put in the technicalities of the pleading in the action, by the lawyers, upon the same principle that the company pleaded payment, in the same action, of £30,000.

This credit of £3550 has only now been allowed by your vote, leaving still a very heavy balance in Mr. Walter's favour, which the referee, Mr. Yates, proposed to compromise for £2500; this you negatived under one excuse, that you had not funds at present to meet it. You were also told in the report, "that Mr. Walter has abandoned legal proceedings—has accepted £41 13s. 4d. (balance of salary paid into court) and given a receipt in full of all demands," again omitting the important fact, that such receipt was given under an honourable understanding and assurance held out to him, that the sum to be awarded by the mutual referee, should be inserted in the report then to be made to you by the directors, but which was not fulfilled; and thus this gentleman is kept without his just rights, and greatly inconvenienced for money advanced out of his own, and the pockets of his friends, coupled with many years' arduous services, by night and day, and at all seasons, devoted to your interest; and yet you voted £500 per annum to nine directors whose services you have yet to learn—forgetting those under whose direction, in the short space of two years and eight months, the railway was nearly completed from London-bridge to Greenwich, and all the difficulties attending so novel and intricate an undertaking surmounted.

As touching the origin of the dispute, it appears that Mr. Walter, as your resident or managing director, after the passing of the Act (the expenses of obtaining which were only about £2000, the then standing orders of Parliament not requiring any deposit to be paid by subscribers to the deed), in order to dispose of the original shares thrown on the company's hands, paid, as he supposed, under sanction of the resolutions passed by the directors, a commission of 2s. 6d. per share on 19,400 shares, to the various brokers and agents he appointed in London, and in almost every part of the north of England, together with other necessary expenses, to effect so desirable an object as that of establishing the company—see

EXTRACT OF THE REPORT OF THE COMMITTEE OF NINE SHAREHOLDERS, IN JULY, 1837.

"The disposal of raising of £700,000 had been confided to Mr. Walter, without control; this gentleman acted first as secretary, then as managing director; and his extraordinary real activity, and personal energy (whatever may have been his faults, and we wish not to disguise or palliate them), were conspicuous throughout, and to him the success of the original Act was mainly attributable; he had disposed of 19,400 out of 20,000 shares, and had brought in a claim for £3750, which was expended in the interest of the company. The directors who made charges against him at the last public meeting had been called upon to substantiate them, but they have declined doing so, and admit that they were in actual ignorance of the mode in which the finances of the company were conducted, which solely depended on Mr. Walter. (Signed) "THOMAS HAMMOND."

The legality of this expenditure, trifling compared with other similar undertakings, was disputed by two or three individuals inimical to Mr. Walter, which induced him, and many other honourable gentlemen then in the direction, to resign. Anticipating as it must appear, this very principle, so disputed, was adopted and carried into effect by his accusers, and successors to office, and £1600 were expended by them for the same purpose, that of disposing of shares; and the inconsistency of which, combined with the treatment exhibited towards Mr. Walter on that bone of contention, by some of the members of the board, led to endless confusion, and the resignation of these gentlemen also.

It is also a fact, that the existing (or third) board of directors have adopted the same principle of paying brokers' commissions for raising the capital, and were justly applauded by you for so doing; and the still more astounding fact is, they were on Friday authorised by you to raise the sum of £60,000 on shares, at the expense of three pounds ten shillings for every £20 share; whilst by your vote at the same meeting, you allow Mr. Walter, the promoter and undivided friend of the concern, who has devoted so much valuable time to your interest, to remain unpaid for raising money at the expense of less than five shillings for every £20 share on the previous capital.

One document alone which we also saw, proves the confidence justly reposed in Mr. Walter's management, and the facilities he had in raising any money necessary for carrying on and finishing this great national work. The whole would have been completed by Midsummer, 1837, had he not been thus unnecessarily and cruelly interfered with, and which consequent delay has entailed so heavy a loss on the proprietors—the shares having, ever since he resigned the management, been at from 30 to 40 per cent. discount, and the stations, and other necessary accommodations for the public, remain unfinished.

A FEW SHAREHOLDERS.

"Who voted for payment of the compromise."

Since writing the above, the following letter has appeared in the *Railway Magazine*, of November 9th, 1839, and having ascertained its truth from undoubted authority, you will draw your own conclusion on the extraordinary conduct exhibited by a great public company, towards an individual, founded upon a legal quibble.

GREENWICH RAILWAY.

"TO THE EDITOR OF THE RAILWAY MAGAZINE, &c.
SIR,—Can you tell me whether it be true that the present directors last Friday, paid off £7500 on a certain number of shares mortgaged by the late board for the purpose of providing funds for the works? If they did, perhaps you can likewise tell me whether this is not a recognition by them, of the principle by which Mr. Walter has, in the service of the company, suffered so much, and for which now they refuse to allow him any part of his losses."

"I am, Sir, yours respectfully,
October 15th, 1839. "AN OBSERVER."

"Payment of this, equally just demand, was refused, until legal proceedings were on the point of being commenced."

THE NEW SCIENTIFIC, LITERARY, AND DRAMATIC NEWSPAPER, Published every Saturday Morning, at Seven o'clock, price 6d. (stamped); also, in Monthly Parts, with the magazines. (Parts I. to III. are now ready.)

THE INVENTORS' ADVOCATE, AND PATENTEE'S RECORDER; A WEEKLY BRITISH AND FOREIGN MISCELLANY OF INVENTIONS, DISCOVERIES, AND THE FINE ARTS.

SELECTED REMARKS OF THE PRESS.
"The 'Inventors' Advocate' is a new weekly contemporary, embracing a very wide field of arts, sciences, and literature. * * * Its principal feature is the record of patent inventions, both domestic and foreign. This will be a most useful guide to projectors and inventors; and any suggestions to improve our patent laws are also very desirable."—*Literary Gazette*.

"A new periodical, entitled the 'Inventors' Advocate,' has just been published by Mr. Kidd, of Tavistock street, Covent-garden. We think the design a good one, and wish the publication every success. As it is intended to be a Weekly British and Foreign Miscellany of Inventions, Discoveries, and the Fine Arts, it will more particularly apply itself to inventors, patentees, and patrons of the arts; but as it also contains the usual characteristics of a literary paper, it cannot fail of being interesting and attractive to the public in general. It purports to afford an efficient medium of communication between inventors, patentees, capitalists, and the public at large—calculated at once to do justice to the inventive genius of all nations, and to elicit the stores of latent intelligence and capacity, which lie hidden or neglected from a deficiency of patronage or of fostering protection, or a mere want of funds. The 'Inventors' Advocate, and Patentee's Recorder,' is not designed to be of an ephemeral nature, but to form a work of constant reference, having relation to all inventions and discoveries, and being conducted on a plan which will at once save much labour and research to an inventor, and guarantee a safe outlet to the capitalist. A work of this nature is certainly still a desideratum, and we have no doubt that this new periodical will ably and efficiently supply it."—*Conservative Journal*.

"In addition to its more immediately avowed features—science, inventions, discoveries, and the fine arts—this paper will rank high as a theatrical journal. Its criticisms on the drama are masterly, bold, forcible, honest, and manly. Praise and censure are awarded with the nicest discrimination, and every justice is rendered both to managers and actors. 'To be honest,' says Will Shakespeare, 'as men go, it is to be one man picked out of ten thousand'; and certainly no honest theatrical critic is a rare one in the days we live in."—*Weekly Chronicle*.

"This is quite a novelty in the scientific world; but it is a most useful and agreeable novelty, and one whose appearance will be hailed with a cordial welcome by our thousands of practical men, whose interests, hitherto, have been only partially and imperfectly represented."—*Globe*.

London: published for the proprietors, every Saturday morning, at Seven o'clock, by W. Kidd, 7, Tavistock-street, Covent-garden.

LAW INTELLIGENCE.

UNITED KINGDOM PATENT BEET-ROOT SUGAR COMPANY.

COURT OF COMMON PLEAS—NOV. 20.

WHITEHEAD AND ANOTHERS v. HARRON.—This was an action to recover the price of some boilers and other machinery supplied to the United Kingdom Patent Beet-root Sugar Company, of which the defendant was alleged to be a member.

Mr. Kelly and Mr. Martin were counsel for the plaintiffs; and Sir F. Pollock, Mr. Serjeant Goulburn, and Mr. Richards for the defendant.

It appeared that the company was projected in the early part of 1836, and that in the month of May in that year they issued prospectuses announcing a capital of 250,000*l.*, in 10,000 shares, at 25*l.* each, with a deposit of 2*l.* per share. The prospectuses also set forth circumstances from which the most brilliant success was anticipated, and stated that the machinery, which was of the most perfect kind, was in a state of forwardness. The defendant, who is a tradesman in Oxford-street, applied for some shares, and on the 31st of that month of May he received a letter from the secretary of the company, apprising him that thirty shares were allotted to him. In the months of September and October following the machinery in question was completed, and delivered to the company. The project, however, turned out a failure; there never had been a capital of more than 5000*l.*, only about 1200 shares were disposed of, and of these there were not above 700 or 800 upon which the deposit was paid. The defendant was glad to dispose of his shares to one of the directors for 1*s.* each. It was under these circumstances that the present action was brought against him as a member of the company.

Sir F. POLLOCK, in addressing the jury for the defendant, reproached the whole transaction in the strongest terms. He contended that this was in effect the action of the directors, who, being really liable to the plaintiffs, had induced them to make the experiment of using the defendant's, as was manifest from the fact that all the documentary and other evidence adduced was supplied by them; they, in all probability, having guaranteed them against the consequences. He contended that the defendant had never been an actual proprietor at all; but, at all events, he had not become a member of the company at the time when the order for the machinery was given by the company, because in the prospectus issued in May, 1836, it was stated that the machinery was in a state of forwardness, whereas the defendant had not had shares allotted to him until the 31st of that month.

Lord Chief Justice TINDAL partly summed up the case to the jury, and told them that they would first have to inquire whether, supposing the defendant to have become a proprietor at all, he had become one before the order was given to the plaintiffs for the machinery in question; if they should be of opinion that he had not, it would be unnecessary to enter into the other point, as to whether he was at any time a proprietor in point of law.

The jury said that they were satisfied on the first point, and immediately returned a verdict for the defendant.

The Lord Chief Justice perfectly concurred in the propriety of their verdict, but said he hoped the case would operate as a warning to parties how they engaged in speculations of this kind, without first calculating upon the extent of their liabilities, and also to tradesmen how they gave credit to such speculators without first ascertaining the extent of their capabilities.

IMPROVED PADDLE-WHEELS—DISPUTED PATENT RIGHT.

GALLOWAY AND ANOTHERS v. BLEADEN.—This was an action for an alleged infringement of the plaintiffs' patent for an improved paddle-wheel for propelling steam-vessels. The Attorney-General, Mr. Richards, and Mr. M. Smith were counsel for the plaintiffs; and Mr. Hill and Mr. Alexander for the defendant. The trial commenced late in the day, and after proceeding for some time was adjourned.

On the following morning the case was resumed. The case on the part of the plaintiffs was that Mr. Galloway had invented an improved paddle-wheel for propelling steam-vessels, for which he obtained a patent on the 10th of August, 1835. The invention consisted in a division of the floats into segments, and an arrangement in a cycloidal curve as to cause all the five or six segments into which each float was divided to enter the water at the same time and at such an angle as most diminished the shock occasioned to the vessel by each stroke of the paddle; whilst the segments, when the float reached a vertical position in the water, became joined together as it were, so as to present an undivided surface to the water, and so increase the power of propulsion; and lastly, the float, when passing out of a vertical position, by becoming again divided, offered less resistance to the back water, and consequently, less retarded the speed of the vessel than if undivided. The action was brought against the defendant, as secretary to the Commercial Steam-packet Company, for an infringement of this patent; to which he pleaded, in addition to the general issue of not guilty, that the invention was not new, as it had already been discovered and used by Mr. Field in 1833; and that the specification was not sufficiently intelligible to render the invention of general utility to the public. Several models, illustrative of the alleged invention, were produced, and a comparison made between them and models of the wheels of two of the defendant's vessels, the *Grand Turk* and the *Chieflain*, to show that the latter were made upon the principle of the plaintiff's specification. Witnesses were also produced to prove that workmen of competent skill could make the patent wheels from the information contained in the specification, and that the improvement in question was not known in the trade previously to the date of the plaintiff's patent.

The defendant's counsel relied mainly on the ground that the invention had been discovered and used long before the date of Mr. Galloway's patent by Mr. Field, of the firm of Mandesley and Field; and that gentleman, being called as a witness, stated that in 1833 he constructed a wheel on the improved principle now in question, which, upon application to the Lords of the Admiralty, he obtained a promise from them that he should have an opportunity of trying upon the first vessel that came to be prepared; that opportunity, however, was never afforded him, but he made an experiment upon a steam-boat, called the *Endeavour*, plying between London and Richmond, by substituting one of his improved wheels (of which a model was produced in court) for one of the *Endeavour's* wheels. At the end of six weeks, however, the new wheel was removed, and the old wheel replaced; because, according to the statement of the captain, the boiler was not large enough for the machinery to work it properly. In that same year he entered a caveat at the Patent-office, and in 1835 he made a great number of experiments on the subject at his manufactory; but it was not until the spring of 1836 that he fitted up a vessel called the *Doreen Castle* with wheels upon the improved principle, which were similar to the wheel tried upon the *Endeavour* in 1833.

The defendants, it was urged, had twice acknowledged the plaintiff's patent right, having on one occasion purchased their patent wheels for one of their vessels, and on another, in 1837, paid them 40*l.* for a license for Mr. Field to use their specification in constructing wheels for them—the latter, in 1838, having fitted up the *Great Western* with wheels on the patent principle.

The Lord Chief Justice summed up the case to the jury, and left three questions for their decision:—namely, whether there had been any infringement of the plaintiff's patent by the defendants; whether the invention was new, and unused at the date of the plaintiff's patent; and whether the specification was sufficient. With respect to the principal question, as to whether or not the invention was new, the mere fact of a series of experiments having been prosecuted previously to the attainment of the object to which they were directed could not prevent another inventor from availing himself of the experiments, and then adding the final link which was necessary to bring them to a successful issue. If, therefore, the jury thought that up to the month of August, 1835, the date of the plaintiff's patent, all that Mr. Field had done rested in experiments, those experiments afforded no ground for disturbing the plaintiff's patent, and in that case their verdict should be for the plaintiffs.

One of the jury wished to ascertain whether the wheel tried on the *Endeavour* was on the principle of the cycloidal curve; or, if the model of it were not in evidence, whether it might not be examined and compared with the original by some competent person?—This question gave rise to some discussion between counsel; ultimately

The learned JUDGE said that, as the person who had made the model was not present, he could not allow it to go before the jury.—The jury then returned a verdict in favour of the plaintiffs, with nominal damages.

CHELTENHAM AND GREAT WESTERN UNION RAILWAY.

COURT OF EXCHEQUER—DEC. 2.

MERRIMAN v. THE COMPANY.—Mr. K. PARKER obtained an injunction *ex parte* restraining the Cheltenham and Great Western Union Railway Company from keeping possession of a piece of land at Eaton Swindon, of about four acres, which the company had contracted to purchase of Dr. Merriman for 300*l.*, and also from taking possession of another piece not included in the contract.

BRISTOL AND EXETER RAILWAY.

ROLLS' COURT—DEC. 2.

RE BRISTOL AND EXETER RAILWAY.—In this case a petition had been presented, praying that the Master's report might be confirmed, and that all expenses might be paid by the company. It appeared that in January last it had been referred to the Master to inquire whether premises belonging to the petitioner, who was a lady, were in a fit state to be purchased for an investment of 200*l.* paid for land purchased by the company, the petitioner advancing 100*l.* for the completion of the purchase.

Mr. JAMES, on the part of the company, contended that it would be very hard on his clients to be called upon to pay all the costs, which would amount to 300*l.*, and this too for investing a sum of 200*l.* It was also to be recol-

lected that the investment in question was not in respect of the purchase of land, but was for a freehold dwelling-house, which must be sold on the death of the lady in question.

Mr. Baron ALDERSON wished to know how old the lady was? Mr. JAMES—That does not appear, my lord, but I may just observe, that if she is young there is a chance of her marrying, and if old, of her dying.

Mr. Baron ALDERSON—She may be neither young nor old, which I believe is often the case with ladies.

Mr. JAMES—Does your lordship think the company ought to be at all the expense?—Mr. Baron ALDERSON said he thought the costs ought to be appropriated according to the purchase-money in court and that advanced by the party.

The learned gentleman who appeared on the part of the petitioner said that the only additional expenses in the case would be those which related to the stamps.

Mr. Baron ALDERSON—But you have no business to make a purchase of this description for your own convenience with money belonging to the company, for you might in such a case buy an estate worth 20,000*l.* and pay 19,750*l.* of your own money.

The costs were then ordered to be paid as suggested by the learned Baron.

IMPROPER WORKING OF LIMESTONE QUARRIES.

ROLLS' COURT—DEC. 3.

HOARE v. WATTS.—This was a motion for an injunction to restrain the defendants from working certain quarries of limestone at Tawton, Devon shire, until they had made satisfaction to the plaintiffs for the damage done to them by the improper working of the quarries.

Mr. Pemberton, Mr. Kindersley, and Mr. Rolt were for the plaintiffs; and Mr. Temple, Mr. G. Richards, and Mr. Wilcock for the defendants.

It appeared that the plaintiffs, Sir H. H. Hoare, Bart., and T. P. Ackland, were the landlords of the limestone quarries, which were of considerable value, and that they granted a lease on the 18th of April, 1835, to the defendants Thomas Watts, William Watts, and John Doveil, of a dwelling-house and twenty-nine acres of land, at Tawton, containing two quarries, for fourteen years from the 25th December, 1835, at a rent of 407*l.* a year. The lease contained covenants from the defendants to continue the working of the quarries, and provided that if the lessees should be found to work the quarries in an improper and unworkmanlike manner, it should be lawful for the lessors to stay the working until satisfaction should be made. On the 6th of September, 1836, an agreement was entered into between the parties, stating that differences had arisen, and that the lessors had agreed to deposit no more soil on the premises. The plaintiffs stated that the defendants for some time afterwards reformed their mode of proceeding, but in 1837 they continued to leave the soil and rubbish on the premises without removing them. Notice was given to the defendants, and in June last an action at law was brought, but at too late a period to be tried at the last assizes for Devonshire. The plaintiffs made three complaints—that the quarries were not worked on a level with the old floors; that the defendants had not worked that part of the rock called "black beds," containing a portion of lime, which out to be worked, and that the defendants had left improper deposits of soil.

The motion was begun yesterday, and occupied the greater part of this day. The counsel for the plaintiffs, and Mr. Temple for the defendants, were heard, and the Court rose. On Wednesday morning, the case was resumed.

Lord LANGDALE, in giving judgment, observed that the indenture of lease was so framed that it was scarcely possible for both parties to construe it in the same manner. It stated that the defendants were to work in the mode best adapted to benefit the quarries, and in conformity to their state at the date of the lease; and if the lessees were found to be working the quarries improperly, or to deposit the rubbish in improper places, then it was declared that it should be lawful for the lessors to give notice to the lessees to stop the working till they had made satisfaction. It was now alleged that there had been an improper working, which entitled the plaintiffs to give notice to stop working; and that, notwithstanding the notice had been given, the defendants refused to obey it. It appeared that the plaintiffs had brought an action, which was discontinued, and also that it had been proposed to refer the matter to arbitration: neither of these methods was made available. With regard then to the merits, he regretted to say that the evidence was conflicting, and in no respect satisfactory; and there was none to show the state of the quarries when the lessees took possession in 1835. One map of the quarries made then have an uniform, though not an actually equal appearance; it was, however, symmetrical. This map was annexed to the notice; but there was not a word of evidence (though many must have known the state of the quarries) to show its correctness. The plaintiffs contended that the defendants were to work out the whole of the rock, including the "black beds;" but, on the other side, that obligation was denied, and the defendants insisted that they were to follow the quarry, or strata of lime, yielding the largest quantity of marketable material. This, it was said, was not contrary to the terms of the lease, since the defendants had not stopped up any access, but had only left that portion of the black beds which contained no limestone; the plaintiffs, however, insisted that the ground left unworked contained some portion of lime. It did, however, appear that the bottom was not sunk so low as it ought; but as the works must always be progressing, it was impossible to suppose that every thing could be done at once, and it did not appear that the defendants were unnecessarily delaying the sinking the floor. If no injury could be sustained there could be no ground for granting the injunction; but were the continuance of the work likely to become injurious to the plaintiffs, in such a case the defendants would be restrained; and here if they were allowed to go on, the plaintiffs would have all the limestone removed from their control to the injury of the inheritance, and, therefore, every step must be taken to protect the estate. Since, however, the agreement was, that after notice the works should be suspended till satisfaction was made, he thought it but reasonable that the plaintiffs should be directed to try the action they had brought at law; and as the defendants could not proceed with the works without leave, they must keep an account of the quantity of lime got, taken out, and sold.

GREAT WESTERN RAILWAY COMPANY.

COURT OF CHANCERY—DEC. 5.

ROBERTSON v. THE COMPANY.—Mr. WIGRAM, in this case, appeared in support of an appeal from an order of the Vice-Chancellor, allowing a demurrer for want of parties. The plaintiff sold to the company a piece of land in Berkshire for a sum of 320*l.*, and by the memorandum of agreement he pledged himself to make good any claim of his tenant, Smith, for compensation. The company entered into possession, and began cutting up the land without having paid the money, and the plaintiff filed a bill for equitable performance and an injunction. The defendants demurred, on the ground that Smith was not made a party to the bill; and the Vice-Chancellor, acting in accordance with his practice in relation to these companies, of requiring all persons affected by the proceedings to be before the Court, allowed the demurrer. The learned counsel contended that this practice was most inconvenient, and at variance with the principles of several well-known cases.

Mr. JACOB and Mr. STEVENS, in support of the order, argued that Smith might have a claim for the trespass, and file a bill on his own account. That he was a party to the proceedings was proved by the fact that a notice was served on the defendants in Smith's name, as well as in the plaintiff's.

The Lord CHANCELLOR, without hearing the reply, said he did not entertain the slightest doubt that the order was wrong. If a practice of such a nature were to prevail, it would throw the greatest impediments in the way of the suitors of the court. His lordship gave no opinion on the question of trespass, although he had an opinion on it. All he found necessary for his decision was, however, to be found in the fact that a person who made a contract with the defendant sought an equitable performance of it. The bill showed nothing to render Smith a necessary party, although the defendants might hereafter show that he ought to be a party. At present the demurrer must be overruled.

SHEFFIELD PLANTING COMPANY.—At the annual meeting of this company, held at the Fire-office, the 2d instant, the plantations were reported to be in the most thriving and prosperous state, and a dividend of 2*l.* per share was ordered to be forthwith paid to the proprietors.—*Sheffield Iris.*

STEAM-VESSELS.—The commissioners report the number of steam-vessels, British and Irish, at the close of 1838, to be 766. There is also a great number in the colonies; and there are many river steamers unregistered.

FOSSIL FIR TREE.—We have been favoured with a sight of a beautiful antediluvian specimen of the fir tribe, just dug from the Stevenson free-stone quarry, on the estate of Mr. Warner of Ardeer. The trunk, stems, and leaves, are as perfectly formed and portrayed in this piece of solid freestone rock, as those now growing in the neighbourhood of the quarry. This geological curiosity, along with a cluster of nuts, five in number, which composed part of the stone, was thirty feet from the surface, being upwards of twenty feet below the present level of the sea. The nuts and the leaves, stem, and trunk of the fir, are of a dark brown colour, while the surrounding body of the stone is of a bluish-white, which gives these fragments all the appearance of the finest fresco painting. Many interesting curiosities of the like description have been found during the working of this extensive quarry. The antiquarian geologist would certainly find his benefit by repeated visits to this excavation.—*Ayrshire Examiner.*

THE ELECTRO-MAGNETIC TELEGRAPH OF THE GREAT WESTERN RAILWAY.

This telegraph, which is the useful and scientific invention of Mr. Cook and Professor Wheatstone, of King's College, has been, during two months, constantly worked at the passing of every train between Drayton, Hanwell, and Paddington. At the former station it, for the present, terminates. As soon as the whole line is completed the telegraph will extend from the Paddington terminus to Bristol, and it is contemplated that the then information, of any nature, will be conveyed to Bristol, and an answer received in town in about twenty minutes. Merchants and others, residing not only at the two extremities of the line, but at any of the intermediate stations (at all of which dial plates will be fixed, with competent persons stationed to work the telegraph), will then be enabled to avail themselves of the benefits and facilities of Messrs. Cook and Wheatstone's invention. Two of the boys from the Deaf and Dumb Asylum in the Kent-road have been at the Paddington station for five or six weeks, where they were instructed in the working of the machinery by Mr. R. Hutchinson, and they are now perfectly competent to superintend the telegraph at any one of the stations. A piece of machinery, simple but unerring, to which is attached a check-string to indicate to the boys when the signal is sent up to the line to show that something is about to be telegraphed, has been invented by Mr. Cook, which enables these lads to perform this duty as efficiently as if they were not suffering under the deprivation of hearing and speech. The telegraph has now been in operation for nearly twelve months, and not the least obstruction to its working, by any of the wires, &c., becoming out of order, has yet occurred. Should such an event take place (especially when the whole line is open to Bristol) it might occur to many that there would be considerable difficulty (as all the wires are enclosed in a hollow tube, not more than about an inch in diameter) in ascertaining, throughout the 117 miles, the precise point at which the injury required to be prepared; but this apparent difficulty has been met by Mr. Cook, who has invented a piece of mechanism which is contained in a mahogany case, not more than eight inches square, by which means the precise spot on the line where the injury might have been occasioned, would be indicated in an almost incredibly short space of time. The invention may now be termed perfect in all its details, and only awaits the completion of the line of railway to Bristol to bring it into full operation between that city and the metropolis.

LIST OF NEW PATENTS FOR NOVEMBER.

David Greenwood, Liverpool, millwright, and William Pickering, Liverpool, merchant, for improvements in engines for obtaining power.

Theobald Wahl, George-yard, Lombard-street, engineer, for improvements in boilers, applicable to locomotive and other engines.

Henry Venner Cocks, Birmingham, iron founder, for certain improvements in stoves and furnaces.

James Murdoch, Great Cambridge-street, Hackney-road, mechanical draftsman, for certain improvements in marine steam-engines.

Robert and William Hawthorn, Newcastle-upon-Tyne, civil engineers, for certain improvements in locomotive and other steam-engines, in respect of the boilers and the conveying of steam therefrom to the cylinders.

John Faram, Middlewich, Chester, gentleman, for certain improvements in the mode of constructing, applying, and using railway switches for connecting different lines of railway, or two distinct railways, and for passing locomotive steam and other engines, and railway carriages and waggons from the one to the other of such railways, and for certain apparatus connected therewith.

John Sutton, John-street, Lambeth, machinist, for improvements in obtaining power.

George Rennie, Holland-street, Blackfriars, civil engineer, for certain improved methods of propelling vessels.

SPECIFICATIONS OF RECENT PATENTS.

[From the "Inventors' Advocate."]

James Whitelaw, Glasgow, Lanark, an improved rotary machine, to be worked by the pressure and reaction of a column of water, which machine may be used as a steam-engine; also an improved water meter, and a machine for raising water or other liquid by its centrifugal force: Nov. 7th.—This improvement consists in a method of conveying water through a cylindrical shaft, which has at its end one, two, or more semicircular or curved arms, rotating by the power of the water. One end of the axle of the arms works smoothly and water-tight in the cylindrical shaft; the other end of the axle is connected by gear to the machinery or mill. The arms being tubular, and with a small orifice at the end, convey the water, passing from the conduit or cylindrical shaft, to much greater advantage than in Barker's mill.

In its application as a steam-engine, it would be requisite to have an engine to carry away the water; or the steam-engine can be employed for the purpose of raising water to supply the rotary engine; or in factories, &c., where the water is thrown away, it would be employed to considerable advantage in place of a steam-engine.

The improved water meter has a governor or revolving balls working a friction wheel on the periphery of a cone or a friction roller; thus, according to the velocity of the governor, so is the friction wheel conveyed to the smaller or larger circumference of the cone, which has at the lower end of its spindle a friction-wheel working a second cone on a spindle, that passes into the tank to a float, which falls and rises with the water.

The third improvement consists in a method of conveying the water that is pumped from the well through these tubular-curved arms, which, being made to rotate the reverse way of the water, cause a reaction and centrifugal force to assist in working the machinery.

Thomas Harper, of the Grange, near Newham, Gloucester, certain improvements in railroads or tramroads: Nov. 22d.—This improvement consists in the simple method of fixing the chain of a rail. A dove-tail mortice is made in the sleeper, and each cheek of the chair being introduced, a wedge is forced between so as to hold them in their proper situation. The rail is then placed above the wedge, thus holding the cheeks of the chair with double security, and by its simple arrangement a broken part may be replaced with little trouble.

James Vardy, Wolverhampton, Stafford, improvements in rolling iron: Nov. 22d.—The inventor claims the mode of rolling bars of iron, whereby the same is made to consist partly of round bar, and partly of angular figure bar.

The principal object of this invention is to form, when heated, an oblong bar of iron into cylindrical and quadrangular parts. The rollers or dies are cut according to the length of bolt required, and when the bar of iron has received its shape, in passing between the rollers, it is then taken by the operative and cut into separate bolts, when the heads are formed by hand or by a heading machine.

This invention is not limited to any particular bolt or size of bolt, as the rollers can receive any form of die, and can be made of sufficient power or strength to form any bar of iron when heated.

Nicholas Troughton, Swansea, Glamorgan, improvements in the manufacture of zinc: Nov. 22d.—In place of calcining the zinc ores by means of reverberatory furnaces, external heat is conveyed round a series of retorts, made of fire-tiles, cemented together with fire-clay; a hopper containing the ore is placed over each retort which have holes in them communicating with the chimney, so as to pass off the vapours evolved from the ores.

Second improvement is the method of forcing a blast or draft over the ore on the bed of the furnace. The heat is conveyed by an aperture at the end to a second bed of ore immediately over the first, and an aperture in the second chamber conveys the heat to the ore in the third chamber, by which means the heat is greatly economized.

The ore being melted on the first bed, it is allowed to escape into mould; and the ore of the second chamber or bed is raked on to the first bed; and the third tier of ore is raked on to the second bed, when a fresh supply of zinc ore is conveyed from the hoppers to be prepared for melting as before.

Third improvement consists in the method of employing pipes to convey the molten zinc from the retorts above to pots of water below.

Nicholas Troughton, Leicester-street, Regent street, improvements in obtaining copper from ore: Nov. 22.—The first and second improvements in this invention are executed the same as the zinc improvements.

The third improvement consists in the method of molting copper ore by means of a blast of air forced in the fuel to create heat in the reverberatory chamber, where no heat is allowed to escape up the chimney or flue as in former inventions.

Fourth improvement. The calcined copper ores are put into a suitable vessel, and are dissolved by the aid of diluted sulphuric acid, heated by steam or other convenient method: when the solution is cold, it must be drawn off and precipitated by iron, as in the ordinary well-known method.

It is stated that Sir John Guest Bart., M.P., has been for some time past paying 18,000*l.* per week wages. The average to each man exceeds 2*s.* a week; the money paid for rent does not, in many instances, equal the value of the coal consumed, as the fires in the cottages of the workmen are burning all night. The same worthy baronet has lately built a church, near his iron works, endowed it, and pays the minister.—*Bristol Mirror.*

PROCEEDINGS OF PUBLIC COMPANIES.

ST. JOHN DEL REY MINING COMPANY.

A special half-yearly general meeting of the shareholders in this company was held at the offices, Tokenhouse-yard, on Saturday, the 30th ult. J. D. POWLES, Esq., in the chair.

The SECRETARY having read the advertisement convening the meeting. The CHAIRMAN commenced the business of the day by reading several letters from Mr. Herring, the chief commissioner in the Brazil, explanatory of the steps he had taken in the purchase of negroes and erection of works, which had caused the outlay of capital that otherwise would have paid the dividend expected by the shareholders, from what passed at their last meeting in May last. From a want of sufficient hands it was impossible to keep their stampheads fully employed, and it was equally impossible to borrow negroes in the present instance; having, therefore, the opportunity, it was deemed advisable to purchase 120 negroes, which purchase had been effected after many difficulties were surmounted, and he had drawn upon the directors for the sum of 3780*l.*, at sixty days' sight, and two other bills of 500*l.* each. It had been necessary to adopt the most decisive measures in carrying this into effect, otherwise this purchase, which he trusted would prove most advantageous, would have been lost to the company. Another source of expense arose from the circumstance of the refuse sand, which had hitherto been thrown away as useless, having been discovered to contain sufficient gold to pay for the process of extraction; to effect this, he had been constructing an amalgamation house for fitting up arrastres, and from the experiments already made, it was clear its adoption would increase the produce and lower the cost. He had also commenced a tramroad, which, though costly until brought into use, would in the end greatly diminish manual labour, as well as that of the cattle, and in a short period produce a great saving.

From a statement of the accounts which were read, it appeared, after payment of the liabilities outstanding, there remained a balance in favour of the company of 1760*l.*

The CHAIRMAN having taken a retrospective view of the subjects contained in the letters, of which the above is the substance, and calling the attention of the meeting to the difficulties and uncertainties under which all works in the Brazil were carried on, proceeded to read a statement of the cost and return for the seven months ending July, 1839, from which it appeared that, for

	Cost.	Produce.
1839—January	£1395	£1454
February	1648	1831
March	1839	1806
April	2053	1760
May	1255	1925
June	4227	1821
July	183	1820
	£12,255	£12,187

from which it would appear there was, during this period, a loss to the company of 116*l.* The chairman further said, that the best feeling existed between all the foreign gold mining companies in London, and they had consulted with the several directors, comparing Mr. Herring's expenses with the others, and he was most happy to say, that in no one instance had they found that his general expenses had exceeded those of other companies. The falling off, which he was sorry to observe, in the produce of the ore, would of itself have produced a fair profit to the company, for, in January, 1838, the produce was 4*½* per ton of ore, while in January, 1839, it was reduced to 3*½* per ton; in April it had fallen to 4*½* per ton, but in July was again very low.

Mr. WHEELER said, as the mine was found to be getting poorer in quality, and as Mr. Herring had been written to on the subject of keeping down his expenses, he thought he certainly ought to have done so to the lowest possible ebb, and not launched out into experiments which, at all events, were uncertain, and entailed large expenses.

Mr. DE BERCKEM said, he could not blame the directors because the mine was poor, but what he did blame them for was their not keeping a sufficient control over the expenses. He was well acquainted with the whole of the mines in the Brazil, and this, which is an open admit, he could safely say, without fear of contradiction, might be worked with less labour and expense than any other mine in the Brazil. As to the amalgamation business it was money completely thrown away; in every case where it had been tried, at great expense, it had entirely failed, and it would fail here; as to the railroad, with that he was completely satisfied, as he was well aware of its utility, and how much labour and expense would in the end be saved by its means.

A DIRECTOR said, he thought the worthy proprietor quite wrong as to the amalgamation; in former years it, perhaps, had not answered, but a method was now discovered in which very little quicksilver was employed, and in this case he could assure them it would add to the produce and reduce the cost.

Mr. DE BERCKEM said, it was no use, if a mine would not pay from the legitimate sources of produce, the stamps and the skins, it was folly to go to expenses in picking up what trifles were left in the refuse. If the thing was really poor, let the directors come forward and show a fellow-feeling with the shareholders generally—let them be convinced that the directors were rowing in the same boat with them, and he was sure every disposition would be shown by the proprietors at large to assist them in bringing the thing to a successful issue.

Mr. WILSON said, that as much had been said about Mr. Herring, he should be most happy to hear a gentleman, whom he saw in the room, say something on the subject, as he was quite aware that gentleman had had much intimacy with him. He would not mention his name at present, but if he felt disposed, he thought the shareholders would be glad to hear his opinion.

Captain COTESWORTH, in answer, said, he should be most happy to bear his humble testimony to the worth of Mr. Herring. He had known him upwards of five years, and believed him to be an upright, sincere, and highly honourable individual. His attention to the interests of the company was undivided, and he believed he had its welfare as much at heart as if the property was his own. He (Capt. Cotesworth) had had charge of a property eight or nine leagues from theirs, and as the greatest good feeling always prevailed, and any discoveries on one property were immediately communicated to and inspected by the other agents, he had frequent opportunities of forming an opinion of Mr. Herring's professional abilities, and he believed him to be an acquisition to any property; indeed, the decisive steps he had taken in obtaining these negroes, and beating all the others out of the field, showed that he suffered no common difficulties to stand between him and his duty to the proprietors.

The CHAIRMAN also bore testimony to the good qualities of Mr. Herring, and said he had received many private letters from him, in all of which there breathed a spirit of devotion to the company's interests, which convinced him, so many years having passed without more having been done for the shareholders, had been to him a source of painful regret.

Dr. CARPUE thought, on the contrary, Mr. Herring was a very unfit person to be entrusted with the company's property. He had often thought private letters passed between him and the chairman, and now he had owned it. He had a very large salary, and was not careful of their interests; if even he were capable, his amalgamation scheme was all nonsense, and amusing them while he was spending their money.

Mr. HUNTER asked if Mr. Herring had an unconditional control over the property of the company, or previous to any large works being commenced, did he wait to receive the sanction of the directors?

The CHAIRMAN replied, that continual reports were received from Mr. Herring of all works in progress, and if the directors saw any thing with which they thought there was reason to find fault, they should, of course, immediately send instructions accordingly.

Mr. WHEELER said, as Captain Cotesworth was in the room, and he being so well acquainted with mining property in the Brazil, perhaps he would be kind enough to favour the meeting with his unbiased opinion as to the nature of the lodes, and the general prospects of the company's property. Such an opinion might go far to assist the meeting in coming to a decision in connexion with the present produce and cost, whether it would be advisable to abandon the mine or give it some months' further trial.

Captain COTESWORTH said, he should be sorry to hazard a decided opinion on a matter of so much importance. He would, however, observe, that the lode or vein was large and extensive—an immense mass of arsenical pyrites. In the first instance the shaft had been sunk vertically, and they got out of the lode altogether, which had, of course, occasioned delay and extra workings. He did not think the lode was rich, but had not

a doubt, by judicious working, and by keeping up sufficient labour to fully supply the stamps, good returns might be made.

Mr. WILSON thought sufficient had now passed to enable the proprietors to come to some decision; for his part, as he thought the directors had given every explanation, and as he was satisfied, from the account of Mr. Cotesworth, with the character of Mr. Herring, he should recommend the working the mine with proper spirit for another six months or so, and see what could be done with it.

Dr. CARPUE should propose six shareholders to meet the directors, and decide on the best steps to be adopted under present circumstances, and should name Mr. De Berckem as one.

Mr. DE BERCKEM said, he must decline, as he thought the directors had given every explanation in their power.—Mr. WHEELER also thought the explanations were satisfactory.

After some further conversation, the CHAIRMAN said, they having no further information to give, could only move—"That this meeting do now adjourn."

Mr. WHEELER moved—"The thanks of the meeting to the chairman."—Dr. CARPUE said, he should oppose it. It was, however, moved and seconded, and, on a show of hands, was declared to be carried—the meeting then separated.

HIBERNIAN BANK.

The half-yearly general meeting of the proprietors of the above establishment was held on Monday, 2d inst., at the company's office, Castle-street, Dublin.

C. M'LOUGHLIN, Esq. (Governor), in the chair.

The SECRETARY read the report and statement of accounts for the last half-year.

Abstract of the affairs of the company, to the 1st of Nov., 1839:

Assets of the company	£455,774 13 0
Due to the public	145,813 12 4
	£299,961 1 8
Capital of the company, £1,000,000, 25 per cent. paid	250,000 0 0
Balance to credit of profit and loss in favour of the company	£ 39,961 2 8

The report expressed the regret of the board that a legislative adjustment of the banking question, during the last session of parliament, had not been realised. In a subsequent paragraph, it is stated that the accounts exhibit the same steady improvement which has marked the progress of the company for the past year, and, viewing the prosperous state of affairs, the board had much satisfaction in proposing, for the adoption of the meeting, the payment out of clear profits, of a dividend at the rate of five per cent. per annum, on the advanced capital, for the half year ending the 1st of November last.

A resolution to the effect that the dividends on the paid-up capital be raised to 5 per cent., and that this sum be paid to the proprietors, was passed unanimously. It was also agreed upon that the books of transfer should be closed until the 16th inst., and that the payment of the dividends commence from the 2d inst.

Mr. FORD suggested the propriety of the proprietors of the Hibernian Bank petitioning against the renewal of the Bank of Ireland charter, and concluded his remarks by proposing a vote of thanks to D. O'Connell, J. Hume, and J. Ellis, Esqs., M. P.'s, for the efficient manner in which they opposed the Chancellor of the Exchequer on the question of bank monopoly.—The resolution was carried.

After the usual votes of thanks were given to the governor, deputy-governor, and directors, the meeting separated.

IMPERIAL BANK OF ENGLAND.

Another meeting of the claimants on this bank was held in the large room, York Hotel, Manchester, on Wednesday, the 27th ult., when, after some discussion, it was resolved, that the reporters of the public press should not be admitted—but a report of the proceedings was afterwards sent to the Manchester papers, to one of which we are indebted for the following.

Mr. VERNON (one of the inspectors) in the chair.

The CHAIRMAN having opened the business of the day, requested Mr. VAREY to read the report from the inspectors, appointed by the creditors.

REPORT.

At the last meeting, held a fortnight ago, at the office in King-street, of the inspectors and claimants of the bank, along with some of the shareholders, it was recommended by the parties present, that the inspectors should hold another meeting on this day; and that, in the meantime, they should make themselves acquainted with such facts as they thought essential, so as to enable them to recommend or suggest the most feasible method of settling or arranging with the creditors, and state the result at the present meeting; and it was earnestly requested, that the creditors should suspend all legal proceedings against the bank until that result was known.

The inspectors, accordingly, have directed their attention to this important matter, and it will be readily supposed, that one of their first objects was to see if a sum of money, corresponding with the wants of the bank, could be obtained from those parties who are designated the *is. shareholders*, in the spirit of a mutual compromise, without the delay and ruin which might attend a protracted litigation.

This object has been pursued as far as time and circumstances have allowed; and although the inspectors are, for obvious reasons, prevented from giving in detail the result of their inquiries on this head, they think they are justified in saying, that their efforts of compromise have been received with every prospect (as far as they can at present see) of a satisfactory and equitable settlement.

It has proceeded so far as to enable the inspectors for the bank to lay before the creditors, for various reasons, a form of the release or discharge, which it was thought might ultimately be required and adopted; and this document has not hitherto met with any objection.

It is to follow up this mode of procedure, that the inspectors have thought it proper to lay before this meeting the draft of a resolution, to be approved of by the creditors present. The reason of this arises from an objection felt by some of those solicitors who represent the *is. shareholders*, that, unless the offer to discharge the latter parties is supported by a resolution of a general meeting of creditors, they have no proper ground on which they think they ought to act, so as to justify them in their recommendation to the creditors, and ascertaining their own interests on this state of the proceedings. On such a resolution being submitted to them, the solicitors will call a meeting, and lay the whole of the facts and observations before them; and a determination will then be formed, and communicated to the inspectors with the least possible delay.

The inspectors trust, and have every reason to believe, that such meeting, with the addition of those parties they have personally seen, will be satisfactory; and it is because that result will, perhaps, in a great degree, determine the question as to their recommendation to the creditors, that the inspectors are anxious the answer of the creditors should be obtained.

The inspectors have made every inquiry in their power whether a fair prospect existed of the creditors being paid, or secured to be paid their debts, in case they were to adopt a plan suggested by some of the creditors at one of their meetings, of receiving an offer of a certain composition, or other arrangement of that description; but they are bound to say, that they cannot see a satisfactory termination of this proposal, in the present circumstances of the admitted shareholders, even supposing they consented to the arrangement.

It appears that the inspectors, that the greatest security to the creditors would, and must be, the assets of the bank, and those arising from other sources.

On this ground they therefore beg to state, that it does not appear to them that the assets of the bank, which have been calculated to realise 1*½* in the pound, have been overrated; and indeed there are, perhaps, many circumstances to make these assets greater, or the liabilities less.

It would, as before stated, be improper to state the limit in amount which the inspectors have calculated upon from the disputing shareholders; but they have every expectation of realising that extent, in case the creditors agree to the arrangement, and it be carried into effect.

With this sum, together with the sum offered by the directors, as stated at the last general meeting, the inspectors, with the possession of the assets, have a right to calculate on the creditors even being paid in full.

The creditors will therefore see, that it depends upon themselves whether the opportunity of having an amicable settlement with the *is. shareholders* should be lost or not; but the inspectors think it right only to say, that, in their opinion, the plans now suggested afford every fair opportunity of winding up a most distressing, and, in every respect, ruinous, concern, to the best advantage that can at present be pointed out.

It is only due to the creditors from the inspectors, that they should not close this report without stating, that, if the arrangement they contemplate be carried into effect in the way they have every reason to hope, they think that a first dividend may be calculated to be paid in the month of January next.

The following resolutions, drawn up at the request of the inspectors, were then submitted by the chairman:—

This meeting, being composed of creditors and claimants of the bank, either personally present or being represented by their attorneys or agents, having heard the statements made by the inspectors or deposition of creditors relative to the offer recommended by them to be made without prejudice to the alleged parties or shareholders disposing of their liability to discharge persons from the claims of the creditors, do hereby express their then approbation and consent to such offer being made and carried into effect, in such way as the inspectors may think proper, or circumstances may render advisable, on the parties before named paying a sum of *5*l.** on each alleged share. And this meeting proposes that such discharge or agreements shall be signed and given to such parties as and when the inspectors may report ought to be done, and when the inspectors shall report that such a sum of money has been raised by such calls as will justify such release or discharge, or other proper arrangements, provided that such release or discharge be approved of by the creditors or their solicitors; it being understood, that this resolution or recommendation shall, if not carried into effect in the way approved of by the inspectors, be considered to be without prejudice rather to the bank or the creditors, or to the parties so alleged to be liable.

That it is the opinion of this meeting, that, in case any creditor or creditors not comprising one-fifth of the amount of debts owing, shall refuse to execute such releases or documents as may be approved of, the parties so paying shall be indemnified out of the assets of the bank, from any claims or proceedings of such dissenting creditors.

That the inspectors may add to their numbers from time to time such creditors as they may fix upon, and who may be willing to act, to assist them in any arrangements which may be required; and that the inspectors be requested to call such meetings of creditors, and others, as they may think expedient, at the earliest possible periods. That this meeting again urge upon the creditors to abstain, at least for the present, from legal proceedings, which can have no other operation than that of embarrassing the exertions of the inspectors, and of injuring the property of the bank, and so reducing the assets which ought to go to the general body of creditors.

That the report which had been read by the solicitor to the bank be received.

The CHAIRMAN said, as one of the inspectors, he had not the least hesitation in saying, that, if these resolutions were agreed to, every creditor, and every person holding notes, would get twenty shillings in the pound from the bank; but if law proceedings were to be carried on, as some persons had been doing, no person would get anything at all. If people would only wait, and comply with the resolutions of the board of inspectors, he had not the least doubt but that every person would get paid in a less time than they imagined.

A considerable time was occupied in desultory discussion, but ultimately the report was received, and the resolutions agreed to, when the meeting adjourned to such time as might be agreed upon, in order that the hearing of the resolution just read might be considered by the professional advisers of the different creditors.

NEW COMPANIES.

Under this head we propose to notice weekly the several new projects which may be brought forward, and to which public attention is directed, through the medium of the press or otherwise, confining ourselves, however, to "Public Companies," and briefly noticing their objects with such general information as is conveyed by the prospectuses, or which may be gathered from other sources, on which reliance may be placed. We shall, therefore, feel at all times obliged for particulars duly authenticated, on subject of projected companies; and while it will be our object to avoid the exercise of bias in favour of any particular undertaking, we shall at the same time endeavour to collate such information as is calculated to afford to the capitalist the opportunity of judging of its merits, and the correctness of the opinions put forward in the representations of the projectors.

WEST OF IRELAND STEAM NAVIGATION COMPANY.

A company under the above title has been recently formed, for the purpose of affording the west of Ireland the benefits of steam communication with England; and there could not have been founded any association of traders and capitalists to which we should wish, for the country's sake, more decided and complete success. The west of Ireland has never had the advantage of a speedy and secure communication with England—has never enjoyed the commercial advantages which would result from such communication.

We hope to see the company speedily extend its operations to Galway. That town is well worthy of more consideration than has been hitherto bestowed upon it, and its immense land-locked bay would, by the aid of steam navigation, present facilities for an extensive corn and provision trade, which could not fail to be of very great importance to its prosperity. We have no doubt, from the high character for private worth and commercial enterprise, which the directors possess, this company will be managed so as to become equally beneficial to the shareholders as it will be advantageous to the country, and we, for ourselves, most heartily wish it success.—*Dublin Pilot.*

STATE OF THE COMMERCIAL MARINE IN FRANCE.

The inferences which may be drawn from the Custom-house returns, published by the Administration, with respect to what we call comparative navigation, are far from being satisfactory. Twenty years ago two-fifths of the transports were effected in French vessels. Thus, for instance, in 1820, upon a general shipment of 1,331,000 tons, 469,000 tons were transported under the French flag—making 35 per cent. in favour of our marine. Since that period the proportion continued decreasing; in 1837 it was only 32 per cent.; in 1838 it increased again to 35 per cent., but, if we deduct the navigation with Algiers, it falls to 33 per cent. The part of our marine, in comparative navigation, therefore, amounts scarcely to one-third, while in England it is one-half, and nearly three-fourths in the United States.

It is quite natural that our marine should not be able to compete with those of the northern nations. Their seamen, from being brought up in a less advanced state of society, are satisfied with small pay—they navigate at the lowest prices. But if we cannot enter into competition with Sweden, Norway, Denmark, &c., it is difficult to understand what should prevent us from a successful competition with such maritime powers as England and the United States. In the commerce of France with England, our marine effectuates 28 per cent. of the tonnage, and in that with the United States only 13 per cent. The only superiority we have is in our relations with nations that have no marine, but even their trade takes place under the flag of foreign nations.

If, thus on the part of our own marine, contribution in comparative navigation has diminished, that of our maritime material has likewise undergone a diminution. In 1827 we possessed 14,322 ships, carrying 692,000 tons; in 1838 we possess 15,617, but only able to carry 679,000 tons. The total of the tonnage has therefore, diminished, and, moreover, the average number is fallen from forty-eight to forty-three tons for each vessel. If, in order to count only larger vessels, we leave out of calculation those under 100 tons, we shall find that in 1827 we possessed 2173 vessels of a superior tonnage, carrying 430,000 tons, whilst in 1838 we possessed only 2113 vessels of the same description, carrying 408,000 tons—whence it results that the diminution principally affects vessels employed for navigation of a higher description.

In exposing the defective state of our commercial marine another thing is to be observed—the small number of steam-vessels in service at our ports. At the end of 1838 we had no more than seventy-three, carrying 932 tons. This is only nine more than we had in 1837.

Another fact, though already known, which results from the Custom-house returns is this, that upon equal tonnage the number of our sailors is larger than in foreign vessels. The average number for us is nine men upon 100 tons, whilst in the navigation of foreign nations the average number is less than eight. This circumstance may be explained partly by the construction of our vessels, whose furas are more regular, but, on the other hand also, less favourable with reference to tonnage. However, we believe that the principal cause is to be sought in the intervention of the Administration, in the composition of the crews—Government imposing upon private vessels an obligation of embarking and employing a certain number of its young men, who are to learn the service. We state this fact, not for the sake of examining its advantages or disadvantages, but merely with reference to the influence which it undoubtedly exercises upon the number of the crews in our merchant vessels.

These facts, which we have drawn from the Custom-house returns, merit consideration. Whence comes the inferiority of our marine? Why so expensive?—The causes are many, chiefly originating from our Custom-house regulations, and its numerous restrictions, by which we are paralysed in all our commercial operations with foreign countries; from the duties, by which the price of the materials employed in the construction of vessels is enormously augmented; and from other expenses of different kinds, which press upon our navigation and cripple it. An inquiry into the state of our commercial marine could not fail to throw light upon this important subject, and would, perhaps, serve to make it more generally understood, the question being not only to secure transports for our commerce, but also to increase our maritime power, which is in imminent danger of disorganisation.—*L'Office de Publicité.*

EXPORTATION OF THE PRECIOUS METALS.—The exportation of the precious metals from the port of London to foreign ports for the week ending the 28th ult. was as follows:—Silver coin to Hamburgh, 36,600 *oz.*; Demerara, 82,000 *oz.*—Bars to Hamburgh, 160,000 *oz.*; bars and coin to Hamburgh, 130,000 *oz.*

SLATES.—Slates are now applied to purposes unthought of till lately; and when deposited in drains, as the bottoms of tiles, are found as efficacious in keeping the land, as houses, dry. Compared to dressed freestone, or flat tile, they are at once lighter and less expensive; ease in handling is a great advantage, and equally, or more so, the alleged property of "lasting for ever." Mr. Lawrie, Terraces-town, was foremost in trying the experiment in Dumfriesshire, and his expectations have been so fully realised that his example will be very generally followed wherever drains remain to be cut, and that is sectionally, at least, almost everywhere. Of the article in question he has imported from Bangor 200,000 bottoms or pieces, and may have occasion to commission further cargoes. The first imported measured six inches by five; but as these were found a kennan too small, the size has been increased an inch each way—that is seven by six. The price put on board is 7*s.* per thousand, and, as wares every way so equable pack as beautifully as herrings in a barrel, we presume, that freightage from Wales will not greatly exceed 1*s.* additional.—*Glasgow Courier.*

PUBLIC COMPANIES.

MEETINGS.

Cornubian Mining Company	London Inn, Devonport	Dec. 9	12
Bio Duce Company	George and Vulture	16	1
Mount-Bay Mining Company	King's Arms Inn, Holsborn	16	5
European Gas Company	39, Finsbury-circus	19	12
Consolidated Copper Mines of Cobre	26, Austin-frank	20	1
Canada Company	St. Helen's place	31	1
London Joint-Stock Bank	Princes-street Office	Jan. 1	1

CALLS.

Midland Counties Railway	16l. Dec. 9	Glyn, Halifax, and Co.
Birmingham & Gloucester R'way	16l. Dec. 12	Jones, Lloyd, and Co.
Wheal Elizabeth Mine	1l. Dec. 21	Bosquet and Co.
Durham County Coal Company	24l. Dec. 26	Williams; Darlington District.
West Wheel Jewell Mining Assn.	10s. Dec. 31	London and Westminster Bk.
Sheffield and Manchester R'way	1l. Jan. 1	As former calls.
London and Birmingham R'way	1l. Jan. 6	7, Lombard-street.
Fire-Preventive Works	1l. Jan. 26	London Joint-Stock Bank.
Rhymney Iron Company	1l. Feb. 12	Laurence Pountney-hill.

DIVIDENDS.

Holmshol Mining Company	1l. per share	New Broad-street, Dec. 26.
West Middlesex Water-works	1l. per share	Office, Marylebone, Jan. 6.
Hungerford Market Company	1l. per share	9, Villiers-street.
South Canadian Mine	16l. per sh.	Office of the company.
Durham County Coal Company	1l. per share	Office of Company.

WEEKLY RAILWAY TRAFFIC RETURNS.

LONDON AND BIRMINGHAM RAILWAY.

(Length of Line, 114 miles.)

The gross amount for conveyance of passengers, parcels, carriages, boxes, and mails, for the week ending the 20th November	£8,250 14 3
For merchandise for the same time	1,769 13 7
Cattle	21 10 6
Total	£10,040 18 3

GREAT WESTERN RAILWAY.

(Length of Line opened, 31½ miles.)

Thursday, Nov. 28	Carriages	Cattle	Passengers	Amount
Friday, " 29	37	3	954	£304 14 3
Saturday, " 30	39	8	1264	349 6 10
Sunday, Dec. 1	14	3	855	169 15 6
Monday, " 2	38	4	1330	363 15 0
Tuesday, " 3	41	7	1251	353 14 8
Wednesday, " 4	43	7	1344	368 0 8
Total	249	38	7,814	£1997 4 11

LONDON AND SOUTH-WESTERN RAILWAY.

(Length of Line opened, 8½ miles.)

Total receipts for passengers, parcels, &c., on this line for the week ending December 1, 1865	136,540.
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EASTERN COUNTIES RAILWAY.

(Length of Line opened (to Romford) 10½ miles.)

Passengers to November 24	145,485
Mail, for the week ending Dec. 1	3,516
Total passengers	149,001

LONDON AND GREENWICH.

(Length of Line, 3½ miles.)

Friday, Nov. 29	83 10 7
Saturday, " 30	104 1 3
Sunday, Dec. 1	106 10 4
Monday, " 2	139 13 4
Tuesday, " 3	111 17 2
Wednesday, " 4	128 13 3
Thursday, " 5	109 8 1
Total	£790 2 4

LONDON AND CROYDON.

(Length of Line, 10½ miles.)

Friday, Nov. 29	39 3 4
Saturday, " 30	58 6 10
Sunday, Dec. 1	61 4 6
Monday, " 2	65 9 0
Tuesday, " 3	40 7 0
Wednesday, " 4	49 15 0
Thursday, " 5	50 0 8
Total	£361 6 8

NOTICES TO CORRESPONDENTS.

"A Shareholder" (in West Trevelan) should apply at the office of the company. No notice of any meeting has appeared for some time, nor are we aware what arrangements have been made to supply the required information to those unfortunately interested.

"Cornubensis," on the "Prices paid for Copper Ores," shall appear next week.

THE MINING JOURNAL,
Railway and Commercial Gazette.

LONDON, DECEMBER 7, 1839.

In our last Number will be found the report of the directors of the "Imperial Brazilian Mining Association," presented at the half-yearly general meeting of proprietors, lately held, and we regret that a want of courtesy on the part of the officers of that company precluded its earlier insertion. As this company is almost an isolated instance of successful results attendant on mining operations in foreign climes, while one or two matters embodied in the report have formed subject of remark in our columns, we are induced to notice it more particularly than we feel called upon on the occasion of periodical meetings, like the present, of public companies generally.

It is now some weeks since we announced, with feelings of satisfaction, that the Brazilian Government had committed an act of justice, by passing an ordinance or decree, to the effect, that the money deposited by the company should be returned, and this we find, by the report of the directors, is fully confirmed, as far as the promise goes, by the Minister of Finance, and "confirmed by the Regent personally, as well as by an order in his name, signed by the Minister of the Empire, dated the 17th July, and addressed to the Minister of Finance." We regret, then, to find, by the report of the directors, to which we have already made reference, that even with the doubts which we have ever entertained of the moral rectitude or honest intentions of governments constituted as are the Brazilian, Mexican, and Colombian, that we should have been led to form hastily too favourable an opinion. We admit that each of these States are highly indebted to this country, not only for loans advanced, but for the introduction of English capital as well as that of English enterprise, affording alike employment to the native and pecuniary means to the government in the shape of duties, which might have been well employed in the payment of dividends on the loans raised. The directors, in their report, state that they "wish they could, as they hoped to do, now announce the positive return of the deposit money." The promise of its return in silver, the directors observe, "has been made by the Minister of Finance and confirmed by the Regent, and the directors have too much confidence in the good faith of the Brazilian Government not to feel assured that it will shortly be made." Here, then, we find that the return of the deposit is but a promise, while the directors—good easy souls—"have too much confidence in the good faith of the Brazilian Government;" and had they stopped here we should most heartily have concurred with them in the candid avowal that too much confidence had been reposed by them in the good faith of a government which had, for fourteen years, withheld a sum of money which, by equity and law (the former unknown, and the latter, we believe, disregarded too generally by foreign states) was the property of the company, and should have been long since restored, in strict accordance with their own legislative enactments. On this subject we have the following extract from a letter, addressed to the directors by Mr. DUVAL, and which is embodied in the report of the directors—

"In the deposit question I must refer to my various letters, which convey

not alone the expectations first entertained of the repayment of the 100 contos of reis in silver, but the copy of the order for the repayment of the sum—an order, not only given by the Minister of the Empire to the Minister of Finance, but the execution of which, under any circumstances, was subsequently guaranteed to Mr. George Naylor and myself by the Minister of Finance, and to me afterwards by the Regent, in the presence of the Minister of Finance."

We thus find that the promise, the confirmation of the Regent, and the order of the Minister of the Empire, are subject to "some opposition offered in the Chamber of Deputies;" but, at the same time, we must admit, that the Minister of Finance has "repeated the assurance already given by himself and the Regent." What this extract from Mr. DUVAL's letter means, taken in connexion with the report of the directors, and the correspondence inserted in our late Numbers, we are at a loss to define. The orders of the Regent and high officers of state, it appears, are capable of being rendered nugatory by the opposition of the Chamber, and yet the Minister of Finance renews an assurance which, in itself, proves to be of no avail without the consent of the Chamber. It is evident, from this simple statement, that the Government of Brazil knows well how to manage matters; and we fear it will yet be found a difficult task, without some "bribery and corruption," to obtain the consent of all parties—for should the Chamber of Deputies assent to the measure, no doubt an obstacle will be raised in some other quarter.

We will, however, proceed with the report, and although the paragraph to which we would direct attention is far distant from those to which we have already adverted, and very aptly comes immediately before the financial statement, we consider it to be so intimately blended with the subject now before us, as to merit particular notice. We are told in the report "that the Imperial Government proposed to this Association" to undertake their agency in England. "The directors," the report continues, "would have been anxious to have responded to this flattering (!) mark of the good opinion (!!) of the Imperial Government, but on referring to the Deed of Settlement, it was found to be inconsistent with its terms, and was, therefore, respectfully (!!!) declined." We must confess we do not think this to be the sole cause of the honour being so respectfully declined, for, as appeared by the circular addressed to the shareholders in the "Imperial Brazilian Mining Association," a capital of 300,000*l.* was required, of which no less a sum than 108,000*l.* was to be paid up in five weeks, and one-half of the whole capital, or 150,000*l.*, in rather more than three months from the first announcement of the projected measure, of which we expressed our unqualified disapprobation at the time. It is quite manifest that the directors could not have called on the proprietors with any prospect of the call being responded to for 50*l.* per share, or 150,000*l.*, for purposes never contemplated by the subscribers, and it required not a correspondence nor any negotiations to determine what were the powers given by the Deed of Settlement, or the power possessed of obtaining from the shareholders the required capital. Indeed, throughout we considered it as a *ruse* on the part of the directors of the "Imperial Brazilian Mining Association" to obtain from the Brazilian Government the restoration of their funds, so improperly withheld, and should have been glad had they succeeded. We believe the project has fallen to the ground, and so, we fear, must the hopes of the shareholders of the return of the deposit money—for we give credit to the Brazilian Minister only for having made a promise grounded on a promise, and that, consequently, as the 300,000*l.* was not forthcoming from the shareholders, it is hard to expect that the Brazilian Government should be expected to pay the "100 contos of reis in silver." At least such is the opinion we entertain from past experience, and most gratifying to us will it be to find ourselves mistaken.

On this subject the report adds—

"But the directors trust, that the readiness they evinced to be of service to the Brazilian Government on that particular occasion, and respecting which the Brazilian Minister at this Court has expressed himself in terms of great approbation, will be the means of securing to the association the protection and favour of the Imperial Government."

We fully concur in their hopes and wishes, but not in their expectations.

We now approach another subject, of equal, if not of greater, importance to the association, that of the reduction of the duty paid by the association. We remember, on the occasion of the proposal for raising a sum for the "Imperial Agency Company," that some hopes were held out of this measure being carried, but what says the report?—it thus proceeds—

"On the subject of the reduction of the duty paid by the association, unhappily, as on former occasions, the directors have only their disappointment and mortification to repeat, and to express their fears that the Brazilian Legislature and Government will again allow the session to pass away without doing justice to the rightful claim of the association."

We, then, ask the shareholders, and our readers generally, what confidence can be reposed in the "good faith of the Brazilian Government" by the directors, when they hesitate not to introduce a paragraph of this nature in their report. Our belief is, that had the "agency" project succeeded, the return of the deposit would have been actually made, and that a "promise" might have been exacted from the "Minister of Finance," confirmed by the "Regent," and an order given by the "Minister of the Empire" for a reduction of the duties, which might have been met with "some opposition in the Chamber of Deputies." However, *nous verrons*. The other parts of the report, whether with reference to finance or the operations at the mines, are highly satisfactory; the quantity of gold raised in the six months ending 30th June last being 825 lbs., showing an excess on the preceding six months of 325 lbs., and thus enabling the directors to declare a dividend. The report says—that "in their last report the directors cautioned the shareholders against despondency;" and they were right in doing so—the results of former workings—the variability and uncertainty of mining operations—fully warranted them in impressing on the minds of the proprietors that the mine was not to be abandoned or considered undeserving of future outlay, even if attended with a loss; and we trust that the next half-yearly returns will show that the advice of the directors was fully justified, and that the result of their labours and attention to the interests of the proprietors will meet that reward which ever attends the consciousness of a strict performance of duty, and more particularly when attended with well merited success.

We have so often expressed our opinions on the monopoly of the copper trade, that to add any thing would appear uncalled for, nor should we now advert to the subject, but from the circumstance of its being indirectly referred to in the report, lately published in our columns, of the "Cobre Mining Association," from which it appeared that, although an increase of produce had been obtained from the mines, the profits had been reduced by the lowness of the standard, and which, as is observed by the directors, is extraordinary, when compared with the continued and increasing demand for the metal. The words in the report are—

"In the report of April last, which embraced the whole of the year 1838, it was stated, that though the account then submitted showed the quantity of ore raised in that year to exceed 10,000 tons, yet that a further increased quantity might be expected—their anticipations have been realised, the produce of the last six months having exceeded 6000 tons, and present prospects justify their expectations of a further increase."

"The directors, however, regret to say, that this great augmentation to the quantity of ore raised, has not been attended with a corresponding addition of profit to the company, from two causes—first, there has been a slight fall off in the average produce of the ore, that is of its quality, as shown by the per centage of metal contained in it, owing to the ores from the White Mine, before so rich, having been the first six months of the present year strongly impregnated with mudic; and, secondly, the directors attribute such cause principally to the comparatively low price of copper ore, the copper market exhibiting the extraordinary anomaly of an increased and great demand for copper, with a depressed price of the ore."

We cannot conceive any argument we might adduce, could afford more convincing evidence than the preceding extract, that there is a something wrong. As English miners, we complain of the introduction of foreign ore as one of the causes of keeping down the standard, from the influx produced by the foreign mines, and their great richness compared with our own; but here we find that an association, formed for working the copper mines of Cobre, with a capital of 480,000*l.*, all of which is paid up, and paying a dividend to the proprietors of 10 per cent. on the capital so advanced, have expressed themselves in terms not to be misunderstood, that things are not as they should be. Much might be said on the importation of foreign ores, and the effect produced on our mines, but our object in this instance is to confine our remarks to the extract from the report, which we have quoted. It must be manifest to the adventurer, at home or abroad, that the price of copper, compared with the price of ores, shows one of two things—either that the copper trade was of a ruinous nature in past times, or that the present profits are more than should be realised, where the advantage to the smelter or trader is at the expense of the miner.

We find that the principal smelters—Messrs. VIVIAN, and the Messrs. WILLIAMS—have lately increased their works, the former having taken up those at Margam, formerly belonging to the "English Copper Company," and the latter the Crown Works; the make of these two firms alone being estimated at 250 tons of copper *per week*, the cost of which in labour may be estimated at 2500*l.* to 2750*l.*; the quantity of ore smelted at 2500 tons, the assumed value of which may be taken at 150,000*l.*, and consuming not less than 5000 tons of coal, which, at 4*s.* 6*d.* per ton, would be 1125*l.*—thus making no less a sum than 18,625*l.* per week; while we are advised, on good authority, that in these two establishments alone, a capital of at least 350,000*l.* to 400,000*l.* is embarked. We give these figures that the subject may be fairly dealt with, and that where so vast a capital is employed, it may fairly be conceded, that a comparatively large interest should be returned. Admitting, however, this, we cannot disguise from ourselves the relative prices of metal and ores—the former maintains its price and the demand increases, while the latter is daily depreciated. How, or why this is, remains to be accounted for; all we know is, that the smelter is enabled to extend, while the miner is compelled to reduce, his operations.

There is a circumstance noticed in the report of the directors of the "Cobre Mining Association," which is to us rather curious, as coincident with the expression in the report as to the depreciation in the standard, without a correspondent fall in the price of metallic copper, which is the retirement of Mr. CHARLES PASCOE GRENFELL, from the chairmanship and directorship of the company. We believe this gentleman was one of the original proprietors of the mines, before a company was projected; we are not aware that he has any reason to be dissatisfied with the success which has attended the adventure, nor can we believe that that gentleman retires from the honourable post he so ably filled from any apprehension of the future (for, indeed, we are informed on good authority, totally unconnected with the company, that a discovery has lately been made); why, then, we would ask, at the moment of an announcement like the one we have noticed, is it that Mr. GRENFELL (a copper smelter) should vacate his office? Is it that the adventurer or miner and the smelter are two incongruous offices—that as director, he could not advise the company, where his interests, as a copper smelter, were so deeply involved? If so, we at once admit the principle which influenced the worthy chairman, and laud his conduct; but, at the same time, it must be allowed that the very circumstance gives force to the position we advance—viz.: that the advantage derived by the smelter is at the cost of the miner.

We do not think any further comment necessary; indeed, so self-evident is the fact, that we are only surprised parties possessing influence, and having property at stake, have not earnestly taken up a subject which so affects their interest, and that of the country at large, as involving the wages of the miner and the return to the capitalist.

We have again, in our past two Numbers, observed on the increased application of anthracite, or stone coal, which more particularly abounds in South Wales, Ireland, and America. Looking to those districts at home where this description of fuel is most plentiful, it is a matter of surprise that works have not been erected upon an extensive scale for carrying out Mr. CRANE's patent for making iron by the use of hot-blast with anthracite. Having had an opportunity, some months since, of visiting the Yniscledwyn works, we there saw three furnaces in active operation, the one producing iron from anthracite alone—another having two-thirds of that material, the remaining third being coal of a bituminous nature—and the latter, worked solely with bituminous coal, yielding a weekly "make" of 140 to 150 tons.

The result of our inquiries made on that occasion from the proprietor, whose courtesy it affords us pleasure here to acknowledge, was, that the iron produced from the stone coal was most in esteem, as possessing tenacity and strength, and that the only cause then assignable of any other description of coal being used, was the inability, at that time, of obtaining a sufficient supply of anthracite, which, however, we have reason to believe, has since been removed, and to which our attention has been directed by Mr. J. JOHNSON, of Liverpool, a gentleman to whom we are indebted, on a former occasion, for an interesting paper "On the Iron Trade." Works were then in course of erection (the Ystal-y-fera) within some six or seven miles of the Ynisedwyn works, which were being carried on by a Liverpool Company, projected, we believe by Mr. MANBY, the (late) engineer, Mr. BUDD, of Liverpool, and Mr. BEVAN, of Swansea, the latter being the present manager or superintendent, and whom we had the pleasure of meeting on the spot. These works promise to be of an extensive character, and a railway is laid down from the collieries to supply the furnaces, which we were given to understand were to be worked with stone coal, on the principle patented by Mr. CRANE. Only one furnace, we believe, is at present in action, and that with a limited proportion of stone coal, in the manufacture of pig-iron or castings. We have not accurately learned the reason, but believe it is attributable to want of supply, and thus not affecting the question of the applicability of stone coal to the manufacture of iron—a fact, indeed, incontestably proved by Mr. CRANE's patent, which has been so successfully carried out at the Ynisedwyn works.

We have not space this week to enter so fully, as is our wish, into detail, but cannot leave the subject without adverting to a matter which, to us, would appear to reflect discredit on the capitalists and iron masters of South Wales generally. We refer more immediately to those connected with the anthracite coal-field. With facts before them, such as must remove the doubts of the most sceptical, strange it is that we do not find the possessors of the mineral or the capitalist disposed to avail himself of the advantages which are so self-apparent to arise from a judicious outlay of capital in an immense coal-field, with abundance of ironstone, and possessing the advantage of water communication. How is this to be accounted for?—is the natural question which arises in the mind of every one who gives the matter one moment's consideration; and to this we can only offer one reply, and that so impotent, that we are at a loss to afford those satisfactory reasons which might be expected from us, accompanied by a remedial measure. The only reason we can advance is the long contested right of patent, and the forthcoming trial of "CRANE v. PRICE." It would be improper at this moment to enter into the merits of this cause—suffice it to say, that the Messrs. PRICE, the defendants, contend that Mr. GEORGE CRANE cannot maintain his patent, although they are, as must all parties be, ready to admit that Mr. CRANE has, at considerable cost of money and application of time and labour devoted to the subject, brought about the successful results, of which the defendants are desirous of obtaining the benefit—the advantage sought by the patentee (we believe a royalty of one shilling per ton on iron) being disputed by them. We know on which side equity and justice lies, but what construction may be put on the Patent Laws, or what quibble may be raised by counsel, we are not prepared to say; and we fear that this contention has prevented parties from availing themselves of Mr. CRANE's patent, being anxious to avoid paying so exorbitant a royalty, and, therefore, awaiting the issue of the trial.

The subject of the manufacture of iron is of a nature so important, and the advances made within the past few years (both in the economy attendant on its production and its increased application) are so great, that we are not surprised on hearing of further improvements being effected, or of measures being adopted, with the view of reducing the cost, by mining companies whose operations are so distant as to cause the price of iron to influence considerably the expenses attendant on the prosecution of the works, and consequently the profits or advantages derivable therefrom. We have been led to remark on this subject on the present occasion, in consequence of a paragraph which appears in the report of the "Imperial Brazilian Mining Association," in which it is stated that it is their intention to renew the "attempt to smelt and manufacture iron at Gongo Soco, and it is to be hoped that the experiments in progress may succeed, because, in their results they will, if successful, be highly important, making the association independent in so essential an article."

It is in our recollection that, some ten years since, a similar attempt was made, and the reports were in the early stages of a highly flattering nature—a Mr. BAIRD having been sent over to Gongo Soco for the purpose of smelting iron. The results obtained either proved the incompetency of the manager appointed to that department, or the impracticability by processes then adopted, of rendering the Gongo Soco iron ore available for the purposes of making cast-iron. We then observed (in the MINING REVIEW) on the failure, which appeared to us to be mainly attributable to the excessive richness of the ore, yielding about 95 per cent. of peroxide of iron, and having all the properties, when in the well of the furnace, of malleable iron;—the consequence was, that after a considerable expenditure, the "attempt" was abandoned. We must confess, our opinion was then, as it has ever remained, that the party sent out did not know his business, or rather that which he undertook to superintend. Again, to expect that an operation apparently so simple, but one involving so many points of practical chemistry, and metallurgical science, could be accomplished merely with money, was a farce. At Durango, the "United Mexican Mining Company" made an attempt which, although not an absolute failure, was unattended with success; many thousands of pounds were uselessly expended and the works abandoned. The ores of Brazil and Mexico, we believe, have some different properties, and it is from the excessive richness of those of the former country that the difficulty arises. It is well known that in England, Scotland, and Wales, the "hematite," or rich ores from Cumberland, Cornwall, and other

parts, are used only as a mixture—the greater proportion of the ironstone used being that found with the coal measures, yielding from 28 to 35 per cent., while, in many instances, poor ores are indispensable to form that admixture which has hitherto been found to produce the best quality of iron. It is true, that the introduction of the hot blast—the use of anthracite or stone coal—the altered form of furnace, or mode and extent practised of introducing the "blast"—have all had an influence on the improvement in the manufacture of iron and its cost; and hence we are led to hope that some plan has been submitted to the directors of the "Imperial Brazilian Mining Association," and tested to their satisfaction, which has satisfied them that either iron can be manufactured from the blast-furnace, adapted for castings, from the rich ore on their estate, or that a proper admixture has been discovered. We also trust that the party on whom the responsibility of this attempt devolves is not a mere theorist, but one well acquainted with the manufacture of iron, and that he takes with him competent persons. A Cornish miner is good at his work—put him to sink and timber a shaft—to drive and secure a level—to work ore ground, indeed, to any underground work, or reducing the ore fit for sample, and he cannot be surpassed, if equalled—but smelting iron in a country where the products to be treated are novel, even to the practical furnace man, requires more than the experience of Staffordshire or South Wales. We hope the directors have not lost sight of this, and that the "attempt" will not prove another failure—if so, the directors have much to answer for. We must, however, quit the subject for the present, and trust that, before the publication of our next Number, we shall be furnished by the directors, or their secretary, with such information as may satisfy the shareholders that the "attempt" holds out fair prospects of success—that they have used all necessary precaution, and satisfied themselves that the attempt, when made, is likely to be attended with those beneficial results, for which they have our best wishes.

THE FUNDS. CITY, FRIDAY EVENING.

Consols closed at 92½ for the opening. The Three-and-a-Half per Cent. Reduced Annuitants 98½ ½ money. Bank Stock 178½ money, and India Stock 255 for account. Large Exchequer Bills 4 1 dis., and small 2 dis. to par.

Spanish Bonds, with May Coupons, 24½ ½; Passive, 6½ ½; and Deferred 11½. Portuguese New Bonds 33½ ½; the Three per Cent. ditto 23½ ½. Brazilian Bonds 71½ 72; Colombian 30; and Mexican Six per Cent. 29½ ½. Dutch Two-and-a-Half per Cent. 52½ ½; and the Old Fives 99½ 100 money.

Brighton Railway Shares 15½ dis.; Blackwall 2½ dis.; Birmingham 51½ ½ pm.; South-Western 7s. 9d. dis.; Colonial Bank Shares 4 pm.; London Joint-Stock 1½ pm.; National Provincial Bank of England ½ dis.; Provincial Bank of Ireland 18½ pm.; and the Union Bank of Australia 5 premium.

LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Consols, Account, 91½ 2; Three per Cent. Reduced, 90½ ½; 3½ per Cent. Reduced 98½ ½; Long Annuitants, 134½ ½; Bank Stock, 178 9; Exchequer Bills, 3 1 dis.—Birmingham and Derby Railway, 25 23 dis.; Blackwall, 3½ 2½ dis.; Brighton, 15½ ½ dis.; Bristol and Exeter, 30 28 dis.; Eastern Counties, 14 13 dis.; Croydon, 8½ 9 per share; Greenwich, 12½ ½ per share; Great Western, 10 9 dis.; Gloucester and Birmingham, 30 28 dis.; London and Birmingham, 51 53 pm.; New, 16½ 17 pm.; Manchester and Birmingham, 11½ 10 dis.; Manchester and Leeds, 7 9 pm.; North Midland, 8½ 7½ dis.; South-Western, 38½ 9½ per share.—London and Westminster Bank, 21½ ½ per share.

REDAUTH, DEC. 5.—Average standard, 110f. 3s.—Average produce, 7½.—Average price, 5f. 2s. 6d.—Quantity of ore, 3409.—Quantity of fine copper, 243 tons 4 cwt.—Amount of money, 17,414f. 2s. 6d.—Average standard of last sale, 106f. 1s.—Produce, 7½.

PRICES OF SHARES IN BIRMINGHAM.—Birmingham Banking Company, 22f. 10s.; Birmingham and Midland, 42f. 10s.—Grand Junction Railway, new shares, 74f.; Manchester and Birmingham, 14f.; Birmingham and Derby, 56f.; Midland Counties, 51f. 15s.; London and Brighton, 14f. 10s.—Midland Counties Herald.

PRICES OF SHARES AT LIVERPOOL.—Chester and Birkenhead Railway, 40f. 5s.; Eastern Counties, 5f. 2s. 6d.; Grand Junction, half shares, 74f. 10s.; Great Western, new shares, 14f. 10s.; London and Birmingham, new shares, 30f. 10s.; London and Brighton, 14f. 10s.; Midland Counties, 50f. 15s.; North Union (late Preston and Wigan), 60f.—Liverpool Borough Bank, 14f. 10s.; North and South Wales, 6f. 15s.; Royal Bank of Liverpool, 71f. 10s.—Gore's Liverpool Advertiser.

NATURAL HISTORY SOCIETY AT PENZANCE.—We are happy to notice the establishment of a Natural History Society at Penzance, at a most respectable meeting of the inhabitants of the town and neighbourhood. The feeling manifested by the meeting determined the commencement of the society by a very satisfactory list of donations, amounting to 100f., and a list of seventy annual subscribers. This town now possesses two institutions devoted to scientific pursuits—viz., the Royal Cornwall Geological Society, established in 1817, and the one now alluded to, for which the spirit so well displayed at its commencement leads us to hope a very flourishing and prosperous career. J. Paynter, Esq., of Boskenna, has accepted the office of president.

LEAD MINES IN DERBYSHIRE.—Owing to the low price of lead, and many of the rich mines in the Peak of Derbyshire being nearly run out, the adventurous spirits of the mining companies are in a dormant state. The London, Hull, and Birmingham companies are endeavouring to open new ones in the Queensfield, but it appears without the wished-for success, nevertheless we must observe, that persons who undertake matters of this description are rarely frightened from their object, although at the first onset appearances should be very much against them, it being well known that the spirit of adventure being so rife as to keep a body of miners employed for years, without scarcely realising one shilling, but they are in hopes in the course of time to fall in with a rich vein, and thereby to make a rapid fortune, which has in many instances been the case. The price of lead is 18f. per fother, and the market dull and heavy.—Derbyshire Chronicle.

CONSUMPTION OF THE PRECIOUS METALS.—Gold and silver to the amount of 50,000f. is annually employed at Birmingham for plating, and therefore, for ever lost as ballion.

GEOLOGICAL DISCOVERY.—Last week the fossil remains of a fine young elephant were found just below the gravel in a pit in the abbey ground at Barnwell, the property of Dr. Goldart, and near the river side. Unfortunately the skeleton had been mutilated and destroyed by the unskilful hands of the workmen, before Mr. W. M. Taylor, geological collector, heard of it; and he was only able to rescue two fine molar teeth of the *Elephas Indicus* in excellent preservation. Mr. Taylor has left the specimens with the University.—Cambridge Advertiser.

GREAT NORTH OF ENGLAND RAILWAY.—We understand, from authority on which we can rely, that the directors have suspended any further proceedings with regard to the line of railway through this county, until the government engineers now employed on a survey have completed their work, and made their report to the Home-office; and it is anticipated that their report will in a great measure, influence the decision of the board as to the line to be adopted.—Durham Chronicle.

* Detailed information respecting the experiments of Mr. BAIRD may be found in Report No. 5 of the "Imperial Brazilian Mining Association," as well as the analyses of Mr. FARADAY, and his remarks on the processes adopted at Gongo Soco.

ORIGINAL CORRESPONDENCE.

USE OF ANTHRACITE COAL.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—The appearance of the *Anthracite* steamer on the river Thames, as lately noticed in your Journal, is deservedly creating a great sensation in the minds of the public, for if a fuel can be produced which at once does away with the nuisance of smoke, and is at the same time "cheapest and best," a great public good is effected in its being fairly introduced. Having been personally engaged for the last fifteen years in experiments on the use of anthracite, and at the same time being one of the largest holders of this species of coal in the principality, I naturally feel a strong interest in its being so fairly introduced; and lest its general introduction should be in any degree checked or retarded by the idea that it is necessary to use any patent contrivance to insure its successful application as a fuel for generating steam, I beg to make the following remarks:—In your report on the first exhibition of the *Anthracite* steamer, it is stated that "a fire place was at last invented, by a Mr. Player, which exactly suited its peculiarities;" and, further on, proceeds to remark, "the grand novelty, the furnace for burning anthracite to raise steam (on which, indeed, the entire success of its application as a fuel must depend) is secured by patent, and the legitimate object of the company is to introduce it into every steam-boat." I beg to inform all steam-boat proprietors, and others whom it may concern, that the success of anthracite does not depend on any patent obtained by Mr. Player.

1st. "The grand novelty, the furnace," is not an invention of Mr. Player's at all, but was invented by the celebrated Mr. Watt, and patented by him so long ago as 1785, although not used by him for burning anthracite.

2d. Because I have used it for burning anthracite for the last fourteen years, and have done all in my power to make known its peculiarities, and published it in a variety of ways during that time: amongst others, I built a boiler at Swansea, in 1837, particularly adapted to the use of anthracite, to which this furnace was to be applied, and to which Mr. Player had access long before he obtained a patent. So much for the "grand novelty," and "a fire-place at last invented by a Mr. Player."

It may be "a legitimate object with the company" to introduce Mr. Player's boiler, or any thing else they please, but it is a legitimate object with me to introduce anthracite as a fuel into all steam-boats, without let or hindrance; and, consequently, I shall be very happy to give all such information and assistance (gratuitously) to any steam-boat proprietors, steam-engine owners, or others, who may wish to be informed on the subject. Watt's furnace, adopted by me for burning anthracite, is public property, and will be found applicable to any form of boiler, although a moderately short boiler, presenting a large surface, is the best suited to the peculiar and valuable properties of anthracite. That the use of anthracite will occasion a great extension of steam navigation there can be no doubt, when it becomes known how great a saving takes place in the quantity and weight of fuel necessary to steam any given distance; and, by the same rule, the advantages gained where it is necessary to send out fuel to distant stations. I beg to add a few words on this subject by way of caution. With anthracite, as with most other things, there is good, bad, and indifferent: some of it will do nearly one-third more work than others; therefore, until the public are aware of the difference, caution is necessary, not to take the bad for the good.

I am, Sir, your obedient servant,

W. LONG WERY.

ON FORMING A SOCIETY TO PERFECT THE MANUFACTURE OF BAR OR MALLEABLE IRON WITH ANTHRACITE.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Wishing to convey a few observations to the gentlemen possessing anthracite property, and to those embarking largely in iron works in the anthracite district, I think I cannot adopt a better course than to request you to insert this short letter in an early Number of your excellent paper.

Pig-iron, of first rate quality, has been now manufactured for a considerable time at the Ynisedwyn Iron Works, by Mr. George Crane, with the consumption of an extraordinary small quantity of fuel (anthracite). Similar results have been arrived at by a new company at Ystal-y-fera, in the same neighbourhood. Still, it must be admitted, some difficulty attends the operation—certainly an admixture of coke facilitates it; the difficulty, no doubt, arises from the solidity and compactness of the coal—it becomes a query whether an alteration of the furnace is not advisable. But the chief point to which I wish to direct attention is the conversion of pig-iron into malleable or bar-iron. I would earnestly recommend a cordial union of all parties interested to effect this object. Let a society be formed, comprising the new companies and the proprietors of anthracite property as yet not leased—let the managers of the several works meet periodically together, with such other parties conversant with the iron manufacture and the peculiarities of anthracite as the society might choose to engage, to discuss the various subjects connected with the manufacture, more particularly any proposed improvement. Any new plan sanctioned by a majority, after mature deliberation, to be submitted to a series of experiments upon a large scale, the expenses being supplied by subscription, or a rate agreed upon by the society. By such a course much of the ruinous expense incurred by uncontrolled theorists would be avoided, while much genius would be elicited during the discussions of a party of intelligent practical men—to use the words of a philosopher of our days, "Light is the result of friction and power of action and reaction." Trusting the importance of the subject will excuse this freedom, I remain, Sir, your obedient servant,

Liverpool, Dec. 4.

AN OBSERVER.

[We are happy to notice the attention which is now being called to this subject by the letters of our correspondents in this day's Journal. It will be seen that our attention continues, and will continue, to be directed to a matter of such vast practical importance.—Ed. M. J.]

COPPER SMELTING—PROTECTION OF THE MINER.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I will not allow the strong figurative language of Mr. Grenfell, at the late meeting of the Coburn Association, to pass unnoticed. I will not admit that the competition at ticketings possesses even energy, or that the quiet methodical operations of the purchasers, in many instances the result of preconcerted measures, at all resemble those of "dogs in a rabid state." Had Mr. Grenfell said that he had seen bloodhounds turn their angry fangs upon each other, and fight over the body of a throttled deer, the language had been as metaphorical and more truly descriptive of the relative possession of miner and smelter. I have been in the habit of offering ores for sale by ticket for many years past—I have very generally, on such days, attended the sales of ores, and anxiously watched the market, and the result of a long experience confirms me in the belief that there does not exist that fair chance to the miner in the disposal of his ores which every description of property claims; he has not a negative voice, and his ores are purchased by the highest ticket, whatever that price may be, which is often that of a previous arrangement made out of the sale room. A system which can admit of such a contingency is surely imperfect. I do not wish to be critically severe on Mr. Grenfell's statement. I have, in common with others, although personally unknown to him, the highest respect for his character in every relation in life; but when he gave this assertion all the weight of his high authority, and where such deep interests are involved, I should be dead to mine own and those of my native county, were I to allow it to go forth uncontradicted. I am unacquainted with the practical smelting of copper ores, and cannot pretend to give an opinion whether a mixture of Cornish ores be absolutely necessary to the reducing those of Cuba. I have been informed, however, on what I believe to be good authority, that in the first melting of copper ores, in order to produce a perfect separation of the metallic oxides from the earthy particles, not only the application of a strong heat—in other words, the repulsive power of the different particles of caloric—is required, but a certain portion of the acid of sulphur is necessary to perfect the precipitation of the impure sulphuret, and make what is called a clear slag; it is presumed, then, that the ores of Cuba, not holding within themselves a sufficiency of sulphur, are obliged to a mixture of Cornish ores. Now, it so happens that the ores of Cuba are yellow pyrites, holding a quantity of sulphur equal to their per centage of copper, which, unless it (the sulphur) be previously oxygenized, that is, expelled in the shape of acid gas, would amply afford the chemical agency required; and should this be the case in the operation of the ore calciners, might not

a quantity of ammoniacal ore be added to the charge in the ore furnaces, in order to supply a sufficiency of sulphur to promote the necessary chemical changes?

I hail with the feelings of brotherhood the letters from "A Miner of St. Day and Gwennap." To these gentlemen I would suggest, on the subject of "The Import of Foreign Copper," that the effect of 10 per cent. on imported ores thrown into the home market, without payment of duty, is to us comparatively unimportant; the question assumes a different aspect when we consider it as one between her Majesty's Commissioners of Customs and the exporter of a deteriorated article, on which they receive the full amount of drawback. Again, as to the fees of the sampling agents; if such be exacted from the miners it is an instance of meanness, but if, as I believe, they are voluntarily offered by the miners, and accepted by the samplers, it amounts only to very bad judgment on the part of the copper companies to allow their agents to receive any *douceurs*, for in such light only can they be considered by the one party, and as such received by the other; and, again, as to "poundages," as it is called, of 5 per cent. on amount of carriage, received by the copper companies agents, such must naturally tend to a disinclination on the part of the copper companies agents to effect any material reduction in the price of carriage whereby their own incomes would be affected, and, it strikes me, as more immediately touching the interests of their employers than those of the miners.

I am, Sir, your obedient servant,
Queen's Arms, Cheapside, Dec. 3. A MINER.
 P.S.—I am but a plain uneducated Cornish miner, and for the little knowledge I have here displayed of smelting copper ores, I am indebted to a gentleman connected with the late Crown Copper Company, whom it was my good fortune to meet some months ago in London.

[The above letter affords further proof, if any were required, that it is high time for Cornishmen, and, indeed, copper miners of any county or district, to bestir themselves.—ED. M. J.]

ON THE FORMATION OF AN ANTHRACITE COAL COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.
 Sir,—There cannot now be a doubt of the successful application of anthracite to steam navigation, the efficacy of Mr. Player's plan being established by the successful experiment of the *Anthracite* steam-boat, while another plan, described by a correspondent in your Journal of the 9th ult., promises equal success. The latter is no other than the plan adopted on board some of the small passage boats above bridge using coke.

Through the medium of your valuable Journal, I beg to suggest to the proprietors of anthracite property the importance of forming an "Anthracite Coal Company," for the purpose of supplying true anthracite, unadmixed, direct to the consumer. The company should combine the business of ship-owners and coal merchants; such a company would greatly promote the interests of anthracite property, and would, if the affairs of the company were well managed, prove a profitable speculation. I shall return to the subject again, but trust that the parties interested will in the mean time take the hint.

I am, Sir, your obedient servant,
London, Dec. 3. SPECTATOR.]

ON THE SUPPLY OF SULPHUR FROM THE COPPER SMELTING WORKS.

TO THE EDITOR OF THE MINING JOURNAL.
 Sir,—Being a constant reader of the *Mining Journal*, I have taken great interest in the various articles which have lately appeared on the subject of the complaints made by the copper miners of unfair treatment by the copper smelters. I passed lately through that desert between Swansea and Morriston, rendered so by the copper smoke, and seeing, about the same time, in your Journal, an article on "The Sicilian Sulphur Trade," surely, I thought, all this devastation is to be prevented, and the cause of it (sulphur) should be turned to better account. In the present day, when practical chemical science has been so greatly developed in the extensive manufacturing concerns dependent upon chemical knowledge, some plan may be devised to convert what has hitherto been so great a nuisance into a profitable commodity, and render Great Britain independent of foreign government and foreign monopolists for a supply of sulphur. Knowing that the *Mining Journal* is much read by the gentlemen engaged in mining pursuits, both in Cornwall and Ireland, I make these suggestions through its medium, trusting that, in the event of a new smelting company being established, the subject will meet with due attention, and no means neglected to attain as desirable an object.

I remain, Sir, yours, &c.
Swansea, Dec. 4. A CHEMIST.

"ANTHRACITE" IRON STEAM-BOAT.

TO THE EDITOR OF THE CAMBRIAN.
 Sir,—In your last Journal you have noticed again the progress of anthracite, and paid a just compliment to those who have been among the first to assist in developing the merits of a fuel, which is destined, at no distant day, to supersede so importantly the use of other coal for steam-engines generally. You appear also, with me, to consider it only respectful to the judgment of more than one hundred gentlemen, who assembled at Swansea, on the 23d of February, 1838, to do honour to Mr. Crane's success, by a public entertainment, always to acknowledge the merits of that gentleman, beyond that of any other individual, for having made the first ton of pig iron with 27 cwt. of anthracite, for without that demonstration, more than half a million sterling would not have been subscribed for iron making in the anthracite districts of Carmarthenshire and Glamorganshire, nor would the anthracite iron steam-boats, so interesting to the whole community, be now in existence, ready to "walk the waters like a thing of life."

The success of this last experiment has afforded the greatest satisfaction and comfort to all who have hitherto been suffering from the injurious effects of soot and smoke from steam-vessels and stationary steam-engines; in fact, many of the inhabitants on the banks of the Thames, have felt so annoyed and distressed for want of an earlier application of Mr. Player's patent, that they have even contemplated the absolute necessity of giving up their residences, to escape a nuisance daily becoming more and more intolerable, and which is almost as much to be dreaded by the asthmatic and consumptive as the *Upas* tree.

It is true, the greatest praise is due to Mr. Charles Newman, the proprietor of a foundry at Coggeshall, in Essex, for having, by his spirited co-operation and example in the use of anthracite, done so much for the owners of that property; but that gentleman is not the only one, to use a sporting phrase, who "got away" from the common herd in the chase, as others kept no less steady at his heels, in compliment doubtless to himself as "Master of the Hunt," and none more so than the members and secretary of the Anthracite Association at Swansea, who have exhibited in no slight degree that perseverance, which Curran once described as "having an eye that never winked, and a wing that never tired," so long as anything remained to be achieved in promoting the success of anthracite.

Next, and not least, Lieut. Arnold, R.N., was introduced to the Gwendraeth Company by Mr. R. Cort, and the former first suggested the policy of building the *Anthracite* iron steam-boat, as the best and most effectual means of speedily settling the grand question touching the practicability of anthracite for steam navigation. Praise is certainly due also to Mr. Vickery, the solicitor of the Gwendraeth Company, for promptly adopting the suggestion of Lieut. Arnold; nor is it less due to Dr. King, Mr. Bain, Mr. Martin, Mr. Newman, Mr. Manby, Mr. Wood, Mr. Ponn, Mr. Vickery, Lieut. Arnold, and many other spirited individuals, who immediately risked their capital in building the first iron steam-boat for the use of anthracite.

It would, however, have been in vain for Lieut. Arnold to suggest, or for others to have risked their capital, time, and exertions, had it not been for the first grand movement made by Mr. George Crane, at the Ynyscedwyn Works, which led some of the principal proprietors of Burryport and Llanelly and Kidwelly Canal, to engage the services of Mr. Cort (who many years ago sold the Llansgannoch estate to the present owner, and was principally instrumental in originating most extensive operations for the introduction of the Llansgannoch coal into the London market), to visit the Gwendraeth valley, for the purpose of selecting a site for the establishment of a company for anthracite and iron.

Mr. Cort, on this occasion, was accompanied by Mr. Charles Newman, and selected, with the sanction of the latter, the property of Mr. Joseph Martin, at Coalbrook; and in consequence of the report made by Mr. Cort, which was subsequently confirmed by Mr. E. O. Manby, the purchase was made by the directors of the Gwendraeth Company, who are

now rapidly proceeding with the works, under the able direction of Mr. Player. But this alone was not sufficient—more was wanting before Lieut. Arnold's suggestion could be carried into effect. Mr. Player, the inventor of a method for using anthracite for steam navigation, was to be found, and the mode of his discovery inspected and approved, and parties were to be looked for, able and willing to supply the capital, for taking out the patent, and providing otherwise for its introduction.

Now, Sir, the whole of this was effected by the exertions of Mr. Cort, to whom with Mr. Newman, Dr. King, M.D., Mr. Bain, Mr. Martin, and Mr. Vickery, is due the merit of finding the capital which secured to the meritorious inventor, Mr. Player, a discovery promising to reward liberally all concerned. Nor are these the only steps taken by my friend Mr. Cort, to promote the success of anthracite, but not till after he had tendered gratuitously to the directors of the Gwendraeth Company, the properties he had engaged in the lower division of the valley, his friends having already approved of those properties, and given notice of an application to Parliament to incorporate another company for working them, to be called "The Great Forest Anthracite and Iron Company," and I am happy to say, in perfect harmony with the other establishment.

It is also in contemplation by Mr. Cort's friends, to take the necessary steps for calling a public meeting in the city of London, about the middle of next month, under the auspices of some of the leading authorities in that quarter, to consider the best means of getting rid of the smoke and soot from steam-vessels, and preserving thereby the health of the metropolis, by the substitution of anthracite coal.

In conclusion, therefore, I will merely suggest, that should a period arrive when the history of anthracite companies may become matter of inquiry, as to their origin and progress, it may be as well to record the facts as they occur, with the names of the parties who have done so much in directing the public attention to the merits of anthracite, and ultimately establishing the first iron steam-boat with it, thereby demonstrating its practicability and economy, not only for steam navigation, but for many other equally important purposes.

I am, Sir, your obedient servant,
London, 37, Red Lion-square, Nov. 26. JOHN HEYS.

* Mr. Cort is the son of the late Mr. Henry Cort, of Gosport, in Hampshire, iron-master, who, in 1784 and 1785, patented the grooved roller for making bar-iron, and was the first to introduce the puddling process to public attention. These great discoveries were the germ of all subsequent improvements; previous to which, the make of pig iron in this country, was not more than 25,000 tons annually, since which it has increased to 1,000,000 tons annually; while the export of British iron, was scarcely a single ton, before the late Mr. Cort's discovery, and is now more than 150,000 tons annually.

MINING CORRESPONDENCE.

ENGLISH MINES.

FERRAN CONSOLIDATED MINING COMPANY.

Dec. 2.—Since my last of the 16th ult., we have driven the thirty-three fathom level cross-cut north towards the lode about ten feet; the ground is rather hard killas, comparatively speaking, for this neighbourhood. In the twenty-five fathom level, driving east, we have now got about the distance of Kitto's shaft, and just directly under which we intend, with all speed, to communicate, and about a fortnight or three weeks will be required to effect that work, after which we shall then be enabled to take away the backs at the twenty-five fathom level on tribute. We find the lode in this level continues its size, large and promising, yielding some good stones of lead; we expect, however, that there remains still a large part of the lode, a little distance to the south of our present end; this we shall be able to ascertain when the shaft is sunk from the fifteen fathom level. At the fifteen fathom level, going east, we have been driving through some pretty good tribute ground, until within the last fathom, when the lode became poor, but appears again now to assume a better appearance. In the bottom of the fifteen fathom level, stopping on the rich ground, we are obliged to suspend for the present, on account of water, which precludes our working there, until the communication is effected by Kitto's shaft. Our tribute department is still looking quite as favourable as we anticipated, the prospects being encouraging. We shall sample this day fortnight about the same quantity as last.

TINCROFT MINING COMPANY.

Nov. 27.—Since my last no material alteration has taken place in the state of this mine; we hope to fix lifts, rods, &c., and commence working in the bottom of the engine-shaft by this day week. The 120 and 110 ends east, are yielding fair quality work for tin; the back of the 110 continues to yield excellent work for tin. The ninety end has rather improved for copper; indeed all our eastern ground is looking well. The walls of the new engine-house will be completed in a day or two—the stack and boiler-house, in about a fortnight. We are getting on pretty well sinking the new engine-shaft, hope to communicate to the adit level in about a month. Our tin sold last, amounted to 31 tons 4 cwt. 2 qrs. 12 lb.; the whole amount of money, 896l. 13s. 3d., which will be remitted in the usual way.

WILLIAM PAUL.

REDMOOR CONSOLIDATED MINING COMPANY.

Nov. 29.—We have set thirteen pitches, and four others will not be out till next setting, making altogether seventeen, varying from 4l. to 9l. per ton. I am glad to state that our sump shaft (called Johnson's) is completed to the eighty fathom level; we have set the two ends there to drive north and south of the engine-shaft on the lead lode (ten fathoms stent) at 60s. per fathom; the lode is one foot wide, and will produce good work. There is issuing from the lode, at this level, a large stream of almost warm water—at all events, of such a temperature as is rarely to be met with, even from deep copper mines. We expect, in the course of driving the ten fathoms on the silver-lead lode, to intersect Johnson's tin and copper lode. At the seventy fathom level, going north, the lead lode at present is small but rich, being only about four inches wide; the ground, however, is a congenial strata, and we expect shortly an improvement. In the bottom of this level (seventy) we have set a winze to sink on the lode to the eighty fathom level, to divide the ground for tribute, which will be the means, we hope, soon of increasing our sampling. At the sixty fathom level, driving north of the engine-shaft, the lode is one foot wide, and yielding good work. At the north mine, we find the ground in the thirty fathom level cross-cut moderate for driving, and have driven upwards of seven fathoms since the last setting day; finding Trelease's lode very small and poor at that level, we have suspended driving there, and removed the same men to sink the new winze in the seventy fathom level at the south mine. Our last parcel of No. 1 silver-lead ore was sold to Mr. Somers, at 16l. 3s. per ton, and the No. 2 parcel to Messrs. R. and W. Mitchell, at 5l. 10s. 6d. per ton.

R. ROWE.

TRELEIGH CONSOLS MINING COMPANY.

Nov. 30.—I beg to inform you that the mines generally present but little alteration worthy of notice since my last report, except the lode in the fifty fathom level west, which has a very flattering appearance; it is four feet wide, all saving work, worth for copper from 12l. to 15l. per fathom. The lode in the shaft is also large, and producing good stones of ore, and promise to improve. We have set nothing new, but are merely continuing the different places already in operation. Christie generally presents an improved appearance, particularly west of the fluecan. The tribute department is comparatively unaltered, though a little increase in the tribute, and of course, some pitches must be wearing out, yet, I am happy to say, we are opening ground in deeper levels, more than to supply the deficiency, but in the present state of the standard I have thought it right not to set anything new, but purpose getting down and extending the bottom level with all possible speed.

W. SINCOCK.

ST. HILARY MINING COMPANY.

Nov. 29.—In the eighty fathom level east the lode is two feet wide, composed of ore and spar—disordered at present. In the eighty fathom level west the lode is ten inches wide, composed of ore and spar—kindly. In the seventy fathom level east the lode is one foot wide, producing one ton of ore per fathom. In the seventy fathom west the lode is one foot wide—very promising. I think we have twenty fathoms to drive to cut the cross-course. The sixty fathom level east and west, on south lode, has been set to drive at 35s. per fathom. We have ceased to drive south, and taken the men to drive on the branch we cut some time since; it is, including the fluctuations, fourteen inches wide—lode or spar five inches, fluecan by the side nine inches. In the western shaft the lode is still disordered—ground improved.

C. H. RICHARDS.

HEERM MINING COMPANY.

Nov. 14.—Since my last report, the Reading shaft has been sunk two fathoms below the twenty fathom level. The lode at the bottom of the shaft is looking very promising, interspersed with ore. We have driven five fathoms on the course of the lode in the twenty fathom level; the lode here is also looking extremely well, more particularly the north-western end, in which we have recently broke some good ore. A winze is now in course of sinking from the ten fathom level, in order to ventilate the twenty. In this winze we find the lode is large, and contains a portion of black oxide of copper, and which I consider a very favourable indication for ore in larger quantities, at no great depth below the spot. The deep adit level is also in course of driving; the lode continues regular and kindly, containing spots of ore quite as much as can be expected, considering the depth. Finding the water in the Reading shaft rather too powerful for manual labour, and which I attribute to the late heavy rains, and as the season is now at hand at which time we may expect an increase of wet weather, I think it would be advisable to stop sink-

ing the Reading shaft until the spring of next year, at which time I should strongly recommend a small steam-engine, of about twenty horse power, which can be bought second-hand in Cornwall for a small sum. Judging from the quantity of water which we now have, a steam-engine of the above description will be of sufficient power to work this mine, at least 100 fathoms below the surface. On the north-west part of the copper lode we have driven a five fathom level, the result of which has been highly satisfactory. Finding the lode here quite as promising as at the Reading shaft, we have commenced an adit on this side (north-west) of the island. The ground is very favourable for driving, the price given being only 15s. per fathom. Twenty-five fathoms have already been driven. We have about forty fathoms now to drive, before we reach the spot, immediately over which we found some very good ore, with a large quantity of mundic and grossan; and as this level will be ten fathoms deeper than the one above alluded to, I expect something satisfactory will be done here. In conclusion, I do not hesitate to say that this bids as fair to become as profitable a mine as any I have ever seen.

JAMES MAYNE.

TRETOIL MINING COMPANY.

Dec. 2.—We are progressing in our plant at the thirty fathom level in good ground. In the twenty fathom level east the lode is small at present, but ore. In the twenty west the lode is from nine to twelve inches wide, producing ore. In the ten fathom level east the lode is from eighteen inches to two feet big, producing some good ore; this end at present has more than ordinary promising appearance. In the ten fathom level west the lode is increased in size, and contains some little ore. The lode in the new (or Tregez rise), in the back of the twenty east, is from twelve to fifteen inches big, yielding some good work. The ground in John's shaft is easy, with but little water; it appears that the twenty fathom level is draining this place, which augurs favourably. Our levels are all opening tribute ground. Our ore weighed 89 tons 13 cwt. 2 qrs., at 6l. 17s., 624l. 1s. 0d.; carriage 44l. 16s. 5d.

UNITED HILLS MINING COMPANY.

Dec. 3.—In the adit level the lode is from six to seven feet wide, producing but little ore. In the ten fathom level no alteration. In the twenty-seven fathom level the lode is about two feet wide, intersected with some good branches of ore. In the thirty-six fathom level east of Turton's shaft we have cut through the lode, it is eighteen inches wide, coarse in quality. West of ditto the lode is about three feet wide, with ore throughout. The stopes are producing a fair quantity of ore. In the forty fathom level, in driving east of eastern shaft, the lode is not so good as last reported. West of diagonal shaft eighteen inches of the lode is good for ore. West of Webber's winze the lode is two and a half feet wide, good ore. We intend to set the end to drive east of this winze on Saturday next. In the fifty fathom level, in driving east of Williams' shaft, the lode is improved in size and quality during the past week. West of ditto the lode is three and a half feet wide, two feet good ore.

C. PENROSE.

GREAT WHEAL CHARLOTTE MINING COMPANY.

Dec. 3.—I beg to hand you the monthly report of the mine, accompanied with the cost sheets for October, which I hope will be found correct. The lode in the seventy-two fathom level west of the engine-shaft is about three feet wide, producing a little ore, though it is not looking so well as it did a week or two since. The lode in the seventy-two east is just the same size, producing from one to two tons per fathom. In the sixty-two fathom level west the lode is from four to five feet wide, with a rich leader of ore to the south, from two to three inches wide; the other part of the lode is ore, but not rich. In the winze sinking in the bottom of the sixty-two (to communicate to the seventy-two) the lode is from four to five feet wide, and yielding from two and a half to three tons per fathom; this winze is about five fathoms further west than the seventy-two fathom level, and we hope by extending this level a few fathoms further to reach the run of ore ground we had in the level above. The lode in the fifty-two fathom level west is four feet wide, composed of spar, mundic, and a little ore, and on the whole has a promising appearance. The lode in the forty-two east is about two feet wide, with good spots of ore in it; the ground about the lode is promising. The lode in the thirty-two fathom level west is still very small and poor, and the ground is in a very unsettled state. The lode in the twenty-five west from Midwinter's has been looking very promising during the past month, and has yielded some ore; at present the lode is one and a half foot wide, principally composed of mundic, with a little ore interspersed. It will be seen from the above that our prospects at present are rather dull, yielding but very little ore, though the appearance of some of the trials are encouraging; the chief object we have to look to is the seventy-two fathom level west, which we hope will very shortly reach the bunch of ore we had in the sixty-two fathom level; the winze sinking under the sixty-two looks very promising, and we hope by the time the seventy-two is extended so far west as where the winze will come down we shall have something better to report on.

CORNUBIAN MINE.

Chiverton, Dec. 3.—In the fifty fathom level west, on Chiverton lode, the lode is large, with a small quantity of lead in it. In the level above, just after we cut a sparry lode, we cut lead in going west, and we hope it will be the case in this level. In the fifty fathom level cross-cut we have not cut the lode as yet—the ground is very spare. In the forty fathom level west the lode is improved since I wrote you last—looking very promising. The thirty-two fathom level is poor. The tributaries are getting on well, as you may see below by the quantity of lead raised. We have dressed twenty-one tons, undressed twenty tons, and broken underground six tons—total, forty-seven tons.

J. BORLASE.

WEST WHEAL JEWEL MINING ASSOCIATION.

Dec. 2.—Buckingham's perpendicular shaft is sinking under the forty-two in favourable ground. The forty-two east, on the south branch, continues worth 5l. per fathom. The south adit shaft is sinking under the thirty in good ground. Sinking a winze on Tolcarne lode, under the twelve fathom level, producing good stones of tin, and leaving tribute ground. The twelve fathom level west, on south lode, is composed of black and grey ores and spar, worth 8l. per fathom. Our tributaries are working steadily, and the pitches look well.

S. LEAN.

POLBREEN MINING COMPANY.

Nov. 30.—I expected by this time to have been enabled to inform you that we had cut Bowl and Butt's lode, at the thirty-two fathom level, south of Vice's shaft; but, contrary to our expectations, we have not, and can only impute the reason of it to its having taken a more perpendicular underlay than in the upper levels, and, consequently, gives us further to drive south than we had anticipated. At the twenty-two fathom level, east of Vice's Flat-rod engine-shaft, on Dorcas's lode, it is about a foot and a half, producing a little tin. In the back of this level, working on tribute, the lode is still large, and yielding some good work. At our last setting-day (on Saturday last) we set a winze immediately under Williams' shaft, on Dorcas's lode, to complete to the twenty-two fathom level, where we have, within the last week, broken some very good work for tin. At Rowe's shaft, the ground is rather harder than we have had it, but continues dry, which enables us to sink with pretty good speed; it is now down under adit about nine fathoms. With respect to our tribute department, on the whole, I consider it to be looking tolerably fair; one pitch, working by two men, in the back of the twelve fathom level, on Dorcas's lode, since the setting-day, has much improved, and the remainder of the tributaries, I think, have a prospect of getting wages.

R. ROWE.

TAMAR SILVER-LEAD MINING COMPANY.

Nov. 27.—Ten of our pitches will not be out until next setting-day, having been set for two months, and to-day we have held the monthly setting for December, and have set nine pitches, making altogether nineteen, varying from 7s. to 14s. out of 1l. (on the value of the lead only). I am pleased with the prospects of our levels, which are as follows:—At the 145 fathom level, going south, the lode is small and poor. We have again resumed driving the 135 fathom level south. In driving north at the 125 fathom level the lode is two feet wide, and good work, passing through productive tribute ground, and the lode going south at this level has also a promising appearance, being one foot wide, and good work. At the 115 fathom level, driving south, the lode is from nine inches to a foot big, producing good work. At the 105 fathom level south the lode is heaved by a slide, and expect to drive east a few feet before we find it; previous, however, to its being intersected by the slide, it was kindly, and yielding some ore. At the ninety-five fathom level the lode is two feet wide, and the whole width will produce good work; this is a very promising level indeed. At the eighty-five fathom level the lode is rather in a disordered state, being in a slide and soft ground. At the seventy-five fathom level we have of late an improvement; the lode is about ten inches wide, producing rich work, and the end assumes quite an encouraging feature. We sampled last Thursday forty-five tons, which I have no doubt will bring a satisfactory price, being a higher produce, and I expect next sampling we shall have an addition to that quantity.

HOLMBUSH MINING COMPANY.

Dec. 2.—The lode in the 100 fathom level, driving west of the engine-shaft, is more favourable and regular, and increased in size, being now about fifteen inches wide, of a kindly description of spar, which is slightly intermixed with copper ore; from the general appearance of the lode, and congeal nature of the ground about it, it is expected this end will be long reach the rich lode gone down in the eighty fathom level above. In the eighty fathom level, west of the engine-shaft, the lode is much larger, and more productive, being now about two and a half feet wide, of the value of five tons of good ore per fathom; it should not be forgotten, this level is driving in a lode for the last twenty-three or twenty-four fathoms from Sael's winze, which will for the most part set on tribute at 3s. in the 1l., and in some places, where the lode is richest, admit of being stopped, and, consequently

worked to greater profit; the ore ground, between this level and the seventy fathom level above, will prove a source of very considerable returns. Driving at this level, east of Seall's winze, there is an excellent course of ore, in width of two feet, equal to five and a half tons per fathom; for the last twenty-two fathoms driving in this direction, the lode has proved exceedingly good, and the rich back and bottom, to be prospectively calculated on, cannot but constitute the discovery in question as one of first-rate importance. The ground at this point, between the eighty and seventy fathom levels, is nearly all standing in whole, and will, from its uniform richness, admit of being stoped, and worked to great advantage. In the seventy fathom level, west of the engine-shaft, the great cross-course has been met with, and, consequently, there is no lode in the end to be reported on; the lode, however, has been productive home to the cross-course for many months past, as may be seen by the weekly reports, and, on an average, the quality of the lode may be stated to be equal to three and a half tons of good ore per fathom; and, consequently, the ore to be returned between this and the sixty fathom level above will be very considerable. The lode in the winze, sinking in the bottom of the seventy fathom level, is now down seven fathoms two feet, and proved a good lode, being worth three and a half tons of good ore per fathom; six feet more is to be sunk to the eighty fathom level, which communication will facilitate greatly the working of the valuable ore ground in this part of the mine. The stopes in the back of the seventy fathom continues productive, lode twenty inches wide, worth about four and a half tons of ore per fathom; the western part of the stopes is also materially improving. The pitches in the back and bottom of this level, considerably to the east of the present end (say fifty, sixty, and seventy fathoms), are turning out tolerably well; they are working at a tribute of 4s. 3d., 5s. 9d., 7s. 9d., and 9s., and although, from being worked vigorously for the last ten months, they have become somewhat impoverished, yet there is every prospect they will continue to produce such returns as will materially assist our samplings. In the sixty fathom level the lode has been just intersected west of the great cross-course, which has greatly disordered it. The lode is now about eight inches wide, intermixed slightly with ore, and its general appearance indicative of improvement, which is not expected, however, to take place sooner than the ground becomes more settled to admit of the lode assuming a more regular and productive character; until it is worked beyond the influence of the cross-course it is not to be expected that the lode will realise our expectations, as you are aware by former reports the lode in this level has proved tolerably good home to the cross-course. The ore ground gone through in this level backward for a great length—say forty fathoms—is as has been reported in former communications, very good, and in which there is now working a stope of ore by six men, the lode being two and a half feet wide, and equal to eight tons per fathom; there are also two pitches working in the back of this level, at a tribute of 2s. 6d. and 6s. 6d. in 12. The winze in the bottom of this level is down 3fms. 5ft. 7in., and the lode in it is nine inches wide, worth about one ton of ore per fathom; this winze, of course, is considerably to the west of the productive ground just spoken of, and will not come into its run at a less depth than where it will communicate with the seventy fathom level below, in which (at the place of communication) the lode is very good indeed. In the sixty fathom level east of the engine-shaft the lode is without alteration. From what then has been said of the underground operations and prospects in this mine the present profitable returns may be safely calculated on for a long time to come, until the great deposit is met with in the 100 fathom level, which has been gone through in the eighty fathom level above, and which, when it becomes available, may greatly increase the returns and enhance the value of the concern. Our next sampling will amount to about 170 tons, and prove of a similar quality to the last parcel. J. H. HITCHINS.

BIRMINGHAM AND GLOUCESTER RAILWAY.—The labourers on this line are now working double time, and that about thirty-two miles of the line, from Birmingham to Cheltenham, will be ready to open to the public in February next.

GRAT WESTERN RAILWAY.—The works of this railway, between Dudast and Farrington, are so far advanced, that we understand the directors confidently expect to open the line nearly thirty miles beyond Reading, about the same time as to that town itself; in which case, upwards of sixty miles of the London division will be open for public use in the spring, and the line between Bristol and Bath at the same time.

RAILROADS IN IRELAND.—We understand that government intend to introduce their project regarding the establishment of railroads in Ireland soon after the assembling of Parliament.

HULL AND SELBY RAILWAY.—On this line all the works continue to be prosecuted as rapidly as the very unfavourable weather allows. About two-thirds of the whole of the iron work of the superstructure of the bridge over the river Ouse, at Selby, are now on the spot, and the men are busily engaged in fixing it; the whole of the iron work of the bridge over the river Derwent, near Wressle Castle, has arrived there, and two of the ribs are fixed across the river, the greatest portion of the entire length of the railway is ballasted, and the contractors are busily engaged in laying the permanent way. We understand that it is highly probable this railway will be completed by Midsummer next, and that in the course of the year, there will be a complete railway communication between Hull and London.

LANCASTER AND PRESTON RAILWAY.—The operations on the whole of this line are proceeding with great spirit and activity. The principal structures at both termini are completed, and on Messrs Mullins and McMahon's contract the undertaking is in a great state of forwardness.

GREAT NORTHERN JUNCTION RAILWAY.—In the month of December, 1838, nearly twelve months ago, an able scientific report of the projected line of railway from Newcastle-upon-Tyne to Edinburgh, via Hexham and North Tyne, prepared by Mr. Blackmore, was laid before the public. In that document the great utility and eligibility of the line in question was forcibly pointed out, and clearly elucidated; and yet, to our great surprise, the inhabitants of Hexham, who would be in a peculiar manner benefitted by the undertaking, have done comparatively little in support or in favour of the project.—*Newcastle Journal.*

NEW NOTICES FOR RAILWAY ACTS.—The numerous notices already given of applications intended to be made to Parliament next session, for new or amended Railway Acts, threaten a vast expenditure of valuable capital on the preliminary processes connected with such undertakings, and ought to lead to a thorough reform in the mode of conducting legislation on what are termed private bills. Arguments to prove the necessity of such reform were needless, while the facts remain on record that the preliminary proceedings of the London and Birmingham Company cost 72,868l. 18s. 10d.; the Great Western, 88,710l. 10s. 11d.; the London and South-Western, 39,040l. 16s. 6d.; the Midland Counties, 28,776l. 1s. 5d.; the Grand Junction, 22,757l. 10s. 4d.; the Bristol and Exeter, 18,522l. 1s. 10d.; and the Birmingham and Gloucester, 12,000l. 16s. 1d.; that is, the six companies above named were compelled to expend a sum of money amounting in the aggregate to more than a quarter of a million sterling, before they were allowed to undertake, at their own sole charges, works which reflect the highest credit upon the age and country that originated them, and which promise to confer greater benefit upon the community at large than any other improvement of modern times.—*Railway Times.*

MINE ACCIDENTS.—On Saturday last, as eight of the workmen at Hopwood colliery were ascending the shaft of one of the pits, one side of the tub gave way in consequence of the hook not having been properly attached, four of the men were severely injured, the other four escaped by clinging to the conducting rods, down which they slipped to the bottom of the pit.—On Saturday se'night, David Edward endeavoured to ascend a newly-erected ladder at Pencillodge pit, not quite complete, instead of waiting for the basket. It appeared that when he got to the extremity of the unfinished ladder, he had to cross to the partition, and climb from thence to the top, but being too short to reach the beam, his feet slipped and he fell backwards into the pit, and was killed on the spot.—A little boy, aged twelve years, named John Hutchinson, met with his death last week, from a stone falling upon him from the roof of Wotton Park colliery, where he was at work. Donald Maclean, Esq., M.P. (the new owner of the colliery) on hearing of the accident, called at the cottage of the mother of the poor boy, and intimated his intention of making her a weekly allowance, besides then presenting her with three sovereigns.—A boy, named Edward Archbold, aged fifteen years, was killed in the Vale pit, at Crow Trees colliery, on Wednesday sen.—A young man named William Bell, twenty-two years of age, was killed in the shaft of a new pit, now sinking at Kellie colliery, by a stone falling upon him from above.—On Monday morning, a boy, about nine years of age, was killed by falling into a coal-pit, near Button-hill, belonging to Mr. J. Sanson.

GOLD AND SILVER.

Foreign Gold in Bars (standard)	43 17 9
Foreign Gold in Coin, Spanish Doubloons	6 6 8
New Dollars	6 4 10 1/2
20 Franc pieces	6 6 0
Silver in Bars (standard)	9 3 6 1/2

PURCHASES OF COPPER ORES AT TRURO.

Nov. 28.

Purchaser.	Mine.	Tons.	Total.	Price.	Amount.	Total Amount.
1. VIVIAN & Co.	United Mines	110	110	4 8 0	482 15 0	482 15 0
Wheal Ellen	74	74	74	3 8 0	282 0 0	764 15 0
Great St. George	32	32	32	4 10 0	320 0 0	1084 15 0
Wheal Perran	15	15	15	2 8 0	42 0 0	1126 15 0
Wheal Leisure	26	26	26	2 8 0	88 0 0	1214 15 0
Wheal Providence	36	36	36	3 10 0	108 0 0	1322 15 0
2. FARRMAN & Co.	Wheal Ellen	31	31	3 8 0	118 8 0	1441 3 0
Great St. George	34	34	34	3 8 0	129 2 0	1570 5 0
Powley Consols	112	112	112	3 8 0	425 6 0	1996 1 0
Trevelton	91	91	91	6 17 0	623 7 0	2619 8 0
St. Wheal Prosper	16	16	16	4 11 0	72 16 0	2691 4 0
3. GREENFIELD & Co.	Consolidated Mines	85	85	3 11 0	301 15 0	301 15 0
Wheal Ellen	18	18	18	3 11 0	60 18 0	362 3 0
St. George	23	23	23	4 14 0	106 8 0	468 11 0
Wheal Perran	19	19	19	3 14 0	70 6 0	538 7 0
Wheal Leisure	42	42	42	3 8 0	160 8 0	699 5 0
Wheal Providence	45	45	45	3 15 0	158 15 0	857 10 0
4. CROWN COPPER CO.	Godolphin	14	14	4 12 0	58 4 0	58 4 0
5. SIMS, WILLIAMS, NEVILLE, and Co.	Consolidated Mines	136	136	6 1 0	826 4 0	826 4 0
Wheal Ellen	110	110	110	7 6 0	836 15 0	1662 5 0
Godolphin	101	101	101	7 10 0	717 10 0	2379 5 0
6. WILLIAMS, FOSTER & Co.	Consolidated Mines	105	105	5 11 0	585 7 6	585 7 6
Wheal Ellen	90	90	90	5 8 0	498 0 0	1083 7 6
United Mines	30	30	30	8 0 0	240 0 0	1323 7 6
Powley Consols	102	102	102	4 10 0	408 0 0	1731 7 6
Wheal Trevelton	37	37	37	6 14 0	247 18 0	1978 9 6
Godolphin	63	63	63	8 15 0	532 15 0	2511 1 0
Wheal Curtis	14	14	14	4 12 0	67 4 0	2578 5 0
7. VIGORS and Co.	Consolidated Mines	92	92	3 4 0	296 14 0	296 14 0
Wheal Ellen	84	84	84	3 4 0	270 18 0	567 2 0
United Mines	50	50	50	8 0 0	400 0 0	967 2 0
Wheal Trevelton	37	37	37	4 8 0	150 0 0	1117 2 0
Godolphin	19	19	19	3 14 0	51 14 0	1168 14 0
Wheal Curtis	68	68	68	4 8 0	280 18 0	1449 12 0
8. WILLIAMS, FOSTER & Co.	Consolidated Mines	105	105	5 11 0	585 7 6	585 7 6
Wheal Ellen	90	90	90	5 8 0	498 0 0	1083 7 6
United Mines	30	30	30	8 0 0	240 0 0	1323 7 6
Powley Consols	102	102	102	4 10 0	408 0 0	1731 7 6
Wheal Trevelton	37	37	37	6 14 0	247 18 0	1978 9 6
Godolphin	63	63	63	8 15 0	532 15 0	2511 1 0
Wheal Curtis	14	14	14	4 12 0	67 4 0	2578 5 0

SALE OF COPPER ORES AT TRURO.

Sampled Nov. 13, and sold at Pearce's Hotel, Truro, Nov. 28.

Mine.	Tons.	Price.	Purchaser.	Mine.	Tons.	Price.	Purchaser.
Consols	136	6 1 0	Freemans.	St. Geo. 3d.	3	3 0 0	Freemans.
Wheal Ellen	74	3 8 0	Freemans.	Wheal Ellen	47	3 8 0	Freemans.
Great St. George	32	4 10 0	Freemans.	Wheal Perran	15	2 8 0	Freemans.
Wheal Leisure	26	2 8 0	Freemans.	Wheal Providence	36	3 10 0	Freemans.
Wheal Perran	15	2 8 0	Freemans.	Wheal Trevelton	37	6 14 0	Freemans.
Wheal Providence	36	3 10 0	Freemans.	Wheal Curtis	14	4 12 0	Freemans.
Wheal Trevelton	37	6 14 0	Freemans.	Wheal Leisure	26	2 8 0	Freemans.
Wheal Curtis	14	4 12 0	Freemans.	Wheal Perran	15	2 8 0	Freemans.
Wheal Leisure	26	2 8 0	Freemans.	Wheal Providence	36	3 10 0	Freemans.
Wheal Perran	15	2 8 0	Freemans.	Wheal Trevelton	37	6 14 0	Freemans.
Wheal Providence	36	3 10 0	Freemans.	Wheal Curtis	14	4 12 0	Freemans.
Wheal Trevelton	37	6 14 0	Freemans.	Wheal Leisure	26	2 8 0	Freemans.
Wheal Curtis	14	4 12 0	Freemans.	Wheal Perran	15	2 8 0	Freemans.
Wheal Leisure	26	2 8 0	Freemans.	Wheal Providence	36	3 10 0	Freemans.
Wheal Perran	15	2 8 0	Freemans.	Wheal Trevelton	37	6 14 0	Freemans.
Wheal Providence	36	3 10 0	Freemans.	Wheal Curtis	14	4 12 0	Freemans.
Wheal Trevelton	37	6 14 0	Freemans.	Wheal Leisure	26	2 8 0	Freemans.
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Wheal Perran	15	2 8 0	Freemans.	Wheal Trevelton	37	6 14 0	Freemans.</

JOINT STOCK BANKS

Share.	Value of share.	Amount paid up.	Price.	Dividend per cent.	Notes paid up.
35,000	Agrie. & Com. of Irei.	25	10	—	—
5,000	Australasian	10	—	—	—
500,000	Bank of Scotland	100	50	17 6	Jan.
10,000	Birmingham Bank	50	10	25 10	—
500,000	British Linen Co.	100	100	—	Dec.
20,000	British North Amer.	50	25	37 6	Mar.
100,000	Commercial	50	5	54 7	—
20,000	Colonial	100	25	29 6	Jan.
5,000	Devon and Cornwall	100	25	45 8	—
5,000	Equitable Loan Co.	—	9	10	—
10,000	Foreign Banking Co.	—	5	9	—
500,000	Foreign Union	25	10	—	Dec.
10,000	Glostershire	50	10	25	10
6,000	Hampshire	50	5	10	Aug.
10,000	Hibernian	100	25	21	4
3,000	Devon & Cor. Bg. Co.	—	20	36	—
80,000	London & Westmins.	100	25	21	5
3,000	Lancaster	100	20	—	10
25,000	Liverpool	100	10	23 10	July
60,000	London & Joint Stock Co.	50	10	111	5
50,000	Manch. & Livers. Dis.	10	15	12	77
50,000	Manchester	20	25	77	77
25,000	Manch.	50	10	15	12

Dec. 4, 1839. Thursday.

80,000	Nor.&Cnt. B. of Eng.	10	10	3	Dec.
10,000	North Wilts.	25	3	8	—
20,000	Prov. Bk. of Ireland	100	23	432	July
4,000	Ditto New	10	10	18	8
100,000	Royal of Scotland.	100	100	165	6
7,000	South African.	—	5	—	—
20,000	S. of Ireland, Cork.	25	5	3	—
100,000	Western of Scotland	200	40	5	July

Monday, Feb 10

500 Alliance...	19	5	—	—	—
500 Bath...	20	16	22	10	Sept.
000 Bradford...	25	25	—	—	—
000 British...	40	18	21	14	May
000 Devon...	20	10	10	10	July
928 Birmingham...	20	50	93	4	July
000 Birm. & Staffordshire...	74	50	73	4	Sept.
000 Brentford...	50	50	18	4	April
230 Bristol...	20	20	36	2	Feb.
500 Brighton...	20	20	11	34	Sept.
750 Do. New...	20	18	9	34	—
750 Do. New, General...	20	20	104	44	Nov.
363 Carlisle...	—	—	—	—	—
000 Continental & Consolidat.	75	624	105	64	July
240 Canterbury...	50	50	55	6	Jan.
700 Chelmsford...	50	50	42	4	Dec.
000 Cheltenham...	50	50	75	8	Oct.
000 City of London...	100	100	105	10	Sept.
000 Do. New...	100	75	114	6	Dec.
800 Coventry...	30	50	24	—	—
200 Derby...	50	50	—	—	—
180 Dover...	50	50	—	—	—
000 Dudley...	20	20	17	5	—
000 Edinburgh Coal Gas...	25	25	—	—	—
Edinburgh and Alloa...	—	14	—	—	—
240 Exeter...	50	50	—	—	—
000 Fife...	30	50	24	3	June
000 European...	50	15	184	8	Aug.
450 Glasgow...	25	25	54	10	—
000 Greenwich Railw. Gas...	—	1	—	—	—

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300	Independent	30	30	50	6	Oct.
240	Leicester	50	50
750	Leith Coal Gas	20	20
	Liverpool	242	242	360	2	..
	Do. N. Gas and Coke	100	100	97	..	..
	Do. (New Do.) .....	..	00	..	..	..
200	Maldstone	50	50	100	10	Feb.
300	Manx	50	39	30	4	June
379	Portica .....	..	33	..	..	..
304	Poplar	50	50	..	..	..
200	Rajcliff	100	80	50	..	..

Dec. 3, 1839.

20	Shrewsbury	50	50	..	..	—
20	Swansea	50	50	..	..	—
40	United General	50	46	35	5	Jan.
40	Warwick	50	50	30	5	Jan.
50	Wakefield	25	25	229	14	Jan.
50	Warrington	20	20	29	1	Oct.
60	Westminster Chartered	50	50	574	3	Dec.
00	Ditto New	50	10	11	128	Dec.
00	Worthing	50	50	Aug.

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1965	Commercial	100	100	66 1/2	3	July
	East and West India Stock	160	160	167	..	Jan.
038	East London	..	..	10	..	..
	310.59, 10 London, 81k	..	..	64	23	Dec.
	Ditto Bonds	..	..	100	4	..
269	Bristol	147 1/2	147 1/2	74	2 1/2	Dec.
324	Ditto Notes	..	..	113	5	Nov.
	Falkenstein Harbour	50	50	..	..	..
000	Ditto Bonds	..	..	..	..	..
000	Grand Collier Stocks	20	1	..	..	..
752	St. Katharine, Stock	100	100	106	5	Jan.

FRIDAY, Dec. 4, 1839.

BRIDGES.				
6 Hammeramith	50	50	22	1s Jan
8 Southwark w. new sub. .	63½	63½	2½	—
Do. New of 7½ per cent. .	70	70	14	1½ Dec.
Vauxhall	704	704	254	19s Dec.
Waterloo	100	100	3	—
Do. old Annuities of 5s. .	60	60	21	22s Feb.
Do. new do. of 7½. . . .	40	40	21½	19s Feb.
Ditto Bonds	—	—	120	8 Feb.

WATER WORKS.				
Birmingham	25	25	20	10s —
Colchester	100	100	—	—
East London	100	100	162	6 Jan.
Glasgow	50	50	—	—
Grand Junction	464	474	67	24 Jan.

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Water Annuities	100	30	62	24	Oct.
Manchester & Salford	100	30	304	23	Mar.
Portsea Island	30	30
Portsmouth & Farnington	30	30	21	1	..
Karnegate	10	10	8	10	..
Vauxhall, late So. Lond.	100	100	104	44	Dec.
West Middlesex	653	653	100	4	Oct.
York Building Co. L. P.	100	35	1714	..	..

ROADS.					
Archw. and Kent Tn.	100	30	..	1	1 & 7
Barking	50	100	224	11	1 & 7
Commercial	100	100	75	5	1 & 7
Do. East India Dock Br.	100	100	3	3	1 & 7
Great Dover Str. ....	..	..	..	14	1 & 7
Highbury Archway .....	..	364	3	..	..
New North Rd. Stock 100	100	..	..	..	..

LITERARY INSTITUTIONS.					
Adelaide Gal. of Science	35	73	18	..	..
London, W. Brompton Tech.	100	..	..	..	..
London University	100	..	5	..	..
Russell	23	23	7	..	..
King's College	100	100	194	..	..

IDE TABLE
DON BRIDGE, JR.

ret-street, in the city of London; where all Communications and Advertisements are requested to be forwarded, post paid.—Saturday, Dec. 7, 1839.

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